MICROFILM

START OF ROLL

ROLL NO.

160

Construction Contract

By 7784

7784 Haines (3rd St.) Sec. in Haines. 1972
(Grading and paving)

CAA 4156 3-12-11

Date March 20, 1973

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1971

Contract # 7784 Prefix 301-1703 Survey Prefix 301-1423

Street 3rd Street

City Haines

*Payments to Contractor (see attached voucher)	$ 20,303.52
Engineering and Contingencies	1,819.99
Survey: Total $ 1,537.52 Prorated Share	--
TOTAL	22,123.51
Agreed State Share	22,123.51
Agreed City Share	--
City Advance Deposit	--

*Includes interest in the amount of $61.27

Reference: Outside Billing None

RU

(71)

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV 6-63)

COUNTY: BAKER

CONTRACT NO.: 7784

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.:

SECTION: HAINES (3RD ST)

NO.	ITEMS	UNITS	UNIT PRICE	QUAN
001	9N GENERAL EXCAVATION	LUMP SUM	1000.0000	
002	9N GRID-ROLLED AGGREGATE SUBBASE	CU YDS	5.0000	1
003	9N 3/4IN-0 AGGREGATE BASE	CU YDS	6.0000	
004	9N CLASS C ASPHALT CONCRETE 3 INCHES THICK	SQ YDS	3.0000	2
005	9N 12-INCH CULVERT PIPE	LIN FT	6.0000	
	ADJUSTMENT ITEMS			
001	9N LIQUIDATED DAMAGES	DAY	30.0000-	
	FORCE ACCOUNT ITEMS			
801	9N FLAGGING 94001			

Contract #7784 (Final Estimate)

3rd Notification Date 10-13-72

Contract Starts 11-13-72

Date 12/15/72

David L. [illegible]

7784	TOTAL CONTRACT
	- % RETAINED ON CONTRACT
	FORCE ACCO
	TOTAL PAYM

	CONTRACT NO. 7784	ESTIMATE NO. 3 Final	PREFIX NO'S.
	FEDERAL AID PROJECT NO.		

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
UMP SUM	1000,0000	100,000	1000,00	1000,00	
YDS	5,0000	1,483,900	7419,50	7419,50	
YDS	6,0000	393,300	2359,80	2359,80	
YDS	3,0000	2,629,980	7889,94	7889,94	
IN FT	6,0000	302,000	1812,00	1812,00	
AY	30,0000-	12,000	360,00-	360,00-	
			121,01	121,01	

CLAIM NUMBER

24673

OREGON STATE HIGHWAY DEPARTMENT

REVOLVING FUND CLAIM

FUND VOUCHER NUMBER

PAYEE		DATE	AMOUNT
STATE HIGHWAY ENGINEER		1/9/73	$ 1,067.33

Baker Redi-Mix, Inc.	7784	Est. 3 Final	to 10/13/72	$
			Principal	1,006 06
			Interest	61 27

sk

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY DEPARTMENT BY AUTHORITY OF ORS 366.435

TOTAL OF CLAIM $

PREPARED BY

CHECKED BY

THE ITEMS SET FORTH IN THIS CLAIM HAVE BEEN INCURRED ON BEHALF OF THE STATE OF OREGON, OREGON STATE HIGHWAY DEPARTMENT.

BY _____ CLAIMS AUDITOR

I hereby certify that I am the duly appointed Assistant State Highway Controller; that the foregoing account is correct and just in all respects; that the amounts therein specified were expended pursuant to and in accordance with provisions of ORS 366.165 as appears by the attached and duly receipted bills and vouchers; that the charge therefor is in accordance with law and that no part has been heretofore repaid.

ASSISTANT STATE HIGHWAY CONTROLLER

RECEIVED
DEC 29 1972
FOR FILING

7784

December 28, 1972

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On December 19, 1972, we wrote to you concerning release of final payment on Contract No. 7784 awarded to Baker Redi-Mix, Inc., for work on Third Street in Haines in Baker County.

Final payment on this contract is $1,006.06 and the total contract amount is $20,242.25 including $121.01 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Baker Redi-Mix, Inc.
East "H" Street
Baker, Oregon 97814

C. T. Keasey
Walt Hart
V. E. Skoog Attn: W. L. Monner
W. E. Schwartz

OREGON STATE HIGHWAY DIVISION

12/19/72

PROGRESS ESTIMATE

SECTION HAINES (3RD ST)

HIGHWAY CITY STREET

COUNTY BAKER

TYPE WORK GRADING AND PAVING

SPEC. COMPLETION
A) 40 CWD
B)
C)

EXTENSION

APPROVED

CONTRACTOR BAKER REDI-MIX INC

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	GENERAL EXCAVATION LUMP SUM	10000000	100000	1000000	100000	1000000
002	GRID-ROLLED AGGREGATE SUBBASE CU YDS	50000	16700000	8350000	14839000	7419500
003	3/4IN-0 AGGREGATE BASE CU YDS	60000	4000000	2400000	3933000	2359800
004	CLASS C ASPHALT CONCRETE 3 INCHES THICK SQ YDS	30000	2100000	6300000	2629980	7889940
005	12-INCH CULVERT PIPE LIN FT	60000	350000	210000	302000	181200
	TOTALS FOR ORIG. CONTRACT			20150000		20481240
	ADJUSTMENTS					
6001	LIQUIDATED DAMAGES DAY	-300000			12000	-360000
	SUB-TOTAL ADJ.					-360000
	TOTALS ALL EXCEPT F.A.					20121240
	FORCE ACCOUNTS					
801	FLAGGING 94001					12101

OGRESS ESTIMATE AND COST REPORT

PAGE NO. 01 FORM E-498 (REV. 9-72)

N	APPROVED	USED
		52 CND

CONTRACT NO. 7784
F.A.P.
PREFIX 301 1703
AWARDED 08 04 72
ESTIMATE NO. 003

WORK DONE TO:
ESTIMATED DATE OF COMPLETION:

I-MIX INC

FINAL

RRECTED ESTIMATE		PERFORMED TO DATE 10/13/72		TO COMPLETE 10/13/72		GROUP POR N	PERFORMED SINCE LAST ESTIMATE	
ANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	100000	100000	100000			9N		
1483900	741950	1483900	741950			9N		
393300	235980	393300	235980			9N		
2629980	788994	2629980	788994			9N		
302000	181200	302000	181200			9N		
	2048124		2048124					
12000	-36000	12000	-36000			9N		
	-36000		-36000					
	2012124		2012124					
	12101		12101			9N		

OREGON STATE HIGHWAY DIVISION

12/19/72

PROGRESS ESTIMATE

SECTION HAINES (3RD ST)

HIGHWAY CITY STREET

COUNTY BAKER

TYPE WORK GRADING AND PAVING

SPECIFIED COMPLETION
A) 40 CWD
B)
C)

EXTENSION

APPROVED

CONTRACTOR BAKER REDI-MIX INC

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	P QU
	SUB-TOTAL F. A.					121101	
	* TOTAL PAY COSTS			2015000		2014225	
	ADD. ANTICIP. ITEMS						
94001	FLAGGING EW 1			15000			
94002	SS-1 ASPH IN WATERING			20000			
98999	CONTINGENCIES			92250			
99999	ENGINEERING			205000		195775	
	GRAND TOTALS			2347250		2220000	

RESIDENT ENGINEER ---------- DATE ---------- DIVISION ENGINEER ----------

OGRESS ESTIMATE AND COST REPORT

PAGE NO. 02 FORM E-498 (REV. 9-72)

ON	APPROVED	USED
		52 CWD

CONTRACT NO. 7784
F.A.P.
PREFIX 301 1703
AWARDED 08 04 72
ESTIMATE NO. 003

WORK DONE TO:
ESTIMATED DATE OF COMPLETION:

I-MIX INC

FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 10/13/72		TO COMPLETE 10/13/72		GROUP POR N	PERFORMED SINCE LAST ESTIMATE	
ANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	12101		12101					
	2024225		2024225					
						9N		
						9N		
195775		117029			78746			
222000		2141254			78746			

DIVISION ENGINEER ---------- DATE ----------

RECEIVED
DEC 19 1972
FOR FILING

7784

December 18, 1972

TO Oregon State Highway Commission

FROM F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7784 Work Completed October 13, 1972

Project Haines (3rd St.)

Highway City Street County Baker

Type of Work Grading and Paving

Contractor Baker Redi-Mix, Inc.

Recommended Acceptance Date December 15, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 23, 1973 for your formal concurrence.

W:ed

cc: C. W. Head
Tom Edwards
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

1971 SCA

OREGON STATE HIGHWAY DEPARTMENT
PROJECT INSPECTION AND DIVISION INSPECTION REPORT

Project Name Haines (3rd Street) Contract No. 7784

Highway City Street Prefix No. 301-1073

County Baker F. A. No. State

Final inspection made on 11-20-72 (date) by Alfred Shirley, Jr.

in company with

Date	CHECK LIST	Date	
10-13-72	Construction signs removed.	N/A	Opened to traffic.
N/A	Salem Office notified to rescind construction speed zone.	11-17-72	Division materials certification submitted.
11-01-72	Contractor removed equipment from project.		
11-01-72	Roadside cleanup completed.		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

A good appearing job.

All contract work on this project has been completed and recommendation is made for acceptance on 11-01-72 (date). The semi-final estimate will be submitted about 11-17-72 (date).

cc: Office Engineer
Construction Engineer
Division Engineer
Maintenance Engineer
Resident Engineer

County - City

RECEIVED
COUNTY & CITY SECTION
DEC 13 1972
ENGR. COOR. AE UE
UPE CE RE RPE

(signed) Alfred Shirley

Regional Construction Engr
(title)

#7784

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Haines(3rd Street)		WEEK ENDING: November 11, 1972
		SECTION PREFIX: 301-1703
HIGHWAY: City Street		COUNTY: Baker
NAME OF JOB: Haines(3rd Street)	KIND OF WORK: Grading, Paving	
CONTRACTOR: Baker Redi-Mix, Inc.	CONTRACT NUMBER: 7784	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 14, 1972	DATE WORK STARTED: August 14, 1972	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: None SUPERVISION:	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS work 40	WORK DAYS USED / CALENDAR DAYS USED: 53
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 132
PROJECT AUTHORIZATION: $ 23,472.50		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 21,422.50	ENGINEERING AUTHORIZATION $ 2,050.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 20,500.00	This week 55.00 / ENGINEERING COST TO DATE $ 1260.00	DATE PROJECT WAS COMPLETED: October 13, 1972
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5.2%	PERCENT OF AUTHORIZATION 61%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
N/A	100	1000	100	100	N/A		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.16	0.16			0.16
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.16	0.16			0.16
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%	2070 cy			2100 sy
TOTAL QUANTITIES CORRECTED TO DATE		1876 cy			2630 sy
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		1876 cy			2630 sy
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	N/a							
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Kousey Foote Bond Glenn Walker Litchfield Johnsen Berg

RECEIVED
NOV 13 1972
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity by Contractor
MONDAY	Preparing Semi=Final Estimate all week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Next week:

Continue preparing semi-final estimate.

SIGNED E.L. Scrivner LOCATION Baker

E.L. Scrivner, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
OCT 25 1972
FOR FILING

7784

The Honorable Delbert E. Hall
Mayor of the Town of Haines
Haines, Oregon 97833

October 24, 1972

637

Dear Mayor Hall:

In response to your letter of October 14, we are having our field personnel advise Baker Redi-Mix Company that they will not be required to remove the gravel stockpiled in front of the Haines Grade School.

Thank you for providing us with this information.

Very truly yours,

A. E. Johnson
Assistant State Highway Engineer

bc Tom Edwards
F. B. Klaboe
C. T. Keasey
W. E. Schwartz

EAP:fw: ajw

Town of Haines

Haines, Oregon 97833

October 14, 1972

Routing

Keasey — Pease
Bond — Glenn
Walker — Litchfield
Johnsen — Berg

RECEIVED
OCT 19 1972
CONSTRUCTION SECTION

Oregon State Highway Department
Highway Building
P.O. Box 427
Salem, Oregon 97310

Gentlemen:

In reference to the paving on Third Street in the City of Haines which is being done by Baker-Redi-Mix please be informed that there is a pile of gravel in front of the Haines Grade School which was removed from the base of the road. This has been given to the City of Haines for use on city streets.

It will not be necessary for the Baker Redi-Mix to move this gravel, as we will distribute it to the places needed.

Yours very truly,

Dillard E. Haun

Mayor

DEH:LIC

RECEIVED
STATE HWY ENGR
OCT 17 '72
REFER TO
FOR
Info | Permits | R/D | D/R | Dist | Act | File

RECEIVED
OCT 16 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
OCT 15 1972
HWY. CONTROLLER

OREGON STATE HIGHWAY DIVISION

RECEIVED
JUL 27 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 27, 1972

7784

Mr. Delbert E. Hall
Mayor
City Hall
Haines, Oregon 97833

Dear Mayor:

On July 27, 1972, the State Highway Commission opened bids on the Special City Allotment project on Third Street. The apparent low bid was submitted by Baker Redi-Mix, Inc., of Baker.

The anticipated cost is as follows:

Contractor's bid	$20,150.00
Anticipated additional items:	
Flagging (State share)	150.00
SS-1 Asphalt in watering	200.00
	$20,500.00
Engineering & Contingencies (14½%)	2,972.50
TOTAL	$23,472,50

It is anticipated that the contract will be awarded in a few days based on Highway Division approval.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Gary E. Zehner
for H. S. Cox
County and City Engineer

GEZ:lat

bc: R. L. Schroeder
L. H. Young
C. T. Keasey
W. E. Schwartz

NOTED
R. L. SCHROEDER

HAINES (3RD STREET) SECTION

CITY STREET

BAKER COUNTY

State Project
0.15 mile Grading and Paving

Bids Received July 27, 1972

		All Specified		
1.	General Excavation			$ 2,100.00
2.	Grid-Rolled Aggregate Subbase	1,670 cu.yds.	5.00	8,350.00
3.	3/4" - 0 Aggregate Base	400 cu.yds.	6.00	2,400.00
4.	Class C Asphalt Concrete, 3 inches thick	2,100 sq.yds.	2.90	6,090.00
5.	12-inch Culvert Pipe	350 lin.ft.	6.00	2,100.00
		For Comparison of Bids		$ 21,040.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$21,040.00	20,150.00
Anticipated Additional Items:			
Flagging (State Share)	150.00		
SS-1 Asph. in Watering	200.00		
		350.00	
		$21,390.00	20,500.00
Engr. & Cont. (14 1/2%)		3,101.55	2,972.50
Estimated Net Authorization, Constr.		$24,491.55	23,472.50

7-27-72

Called Mayor Hall, relayed results of bid opening. He was happy with [illegible] Finance.

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

PROJECT NUMBER
#2

7-27-72

LOCATION
BAKER COUNTY

Haines (3rd Street) Section
City of Haines

OWNER
Oregon State Highway Department

DATE OF OPENING BID
July 27, 1972

BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $

(3) LOW BIDDERS

Baker Ready Mix Inc. Baker	Peter Kewitt Vanc.	Rogers Const Portland
NO. 1	NO.	NO.

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. General Exc.	1	1,000	8,000	2,000
1,670	C.Y. Grid-Rolled Aggregate Subbase	2	5	6	5
400	C.Y. 3/4" - 0 Aggregate Base	3	6	9	6
2,100	S.Y. Cl. C Asphalt Concrete, 3 inches thick	4	3	3.50	8
350	L.F. 12-inch Culvert Pipe	5	6	6	10
			20,150	31,070	33,050

S-403 R13 5/72

BOND WITH SAFECO

PRINTED IN U.S.A.

Section Various (Bird St.) Section

Highway City Street

County Baker

Kind of Work Grade & Pave

Project Allotment $ _____

Project Length 0.15 mile

Completion Time ~~40~~ Calendar Workdays (Oct 15, 1971)

ESTIMATED CONSTRUCTION AUTHORIZATION

$ ~~21,040.00~~ ~~21,160.00~~ ~~20,146.00~~

Estimated Contract Amount

Anticipated Additional Items:

Flagging (State Share)	150.00
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Temporary Erosion Control	
Install Truck Scale Mechanism	
Truck Scale House	
Install Temporary Traffic Signals	
Install Water Meter	
Furnish Water	
Laboratory Fees	
Adjust Mail Boxes	
Adjust Utilities	350.00
SS-1 Asph. in Watering	200.00
	~~21,510.00~~ $ ~~20,496.00~~ 21,390
Engr. & Cont. (14½%)	~~3118.95~~ ~~2971.92~~ 3101.55
TOTAL	$
Credit for	~~$ 24,628.95~~ $ ~~23,467.92~~
Estimated Net Authorization, Construction	$ 24491.55

APPROVED

Design Engr.

Ok'd by City County
Oscar Norberg 4/20/71 (6/28/71)

Sgd Tom Edwards

Haines (3rd. St.) Section — Cost Estimate

Item No	Item	Quantities		Unit Price	Amount
1.	General Excavation (540 c.y.)		All Specified		2100 — ~~2200.00~~
2.	Grid-Rolled Aggregate Subbase	1670	~~1980~~ Cu.Yds.	5.00 ~~5.10~~	8350 — ~~6336.00~~
3.	3/4"-0 Aggregate Base	400	~~490~~ Cu.Yds.	6.00 ~~2.90~~	2400 — ~~2940.00~~
4	Class "C" Asphalt Concrete, 3 inches thick	2100	~~2700~~ Sq.Yds.	~~2.30~~	6090 — ~~6210.00~~
5	12-inch Culvert Pipe	~~350~~	~~400~~ Lin.Ft.	~~6.00~~ ~~6.15~~	2100 ~~2220~~ ~~2460.00~~
		21040	~~21,160~~		~~20,146.00~~
		350	~~350~~		3.50.00
	Flagging	150 —	21390 SF ~~21,510 SF~~		~~20,496.00~~
	55-1 Asph in Watering	@ 200 —	3101 SF ~~3,118 SF~~		~~2971.92~~
			~~@ 24,628.92~~		~~23,467.92~~

@ 24,491.55

ENGR. COOR. OE AE UE
UPE CE RE RPE

MEMO TO FILES

January 27, 1972

Re: Footpaths and Bike Trails
SCA Projects
Haines, Heppner, John Day, Chiloquin, Island City,
Jefferson, Mt. Angel, North Powder, Sheridan,
Sherwood, and Veneta

Footpaths and bike trails will not be established under these projects as per ORS Chapter 366, Section 2, subsection 3(a) which states that "The amount expended by the commission or by a city or county as required or permitted by this section shall never in any one fiscal year be less than one per cent of the total amount of the funds received from the highway fund. However, this subsection does not apply to a city in any year in which the one per cent equals $250 or less."

Gary E. Zehner
Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt

cc: R. L. Schroeder
F. L. Hall
W. J. Hart
V. D. Wolfe
L. H. Young
W. H. Tebeau

ENGR. COOR. OE AE UE
UPE CE RE RPE

August 3, 1971

Mr. Delbert E. Hall
Mayor
City Hall
Haines, Oregon 97833

Dear Mr. Hall:

When the project bids were opened on July 29, 1971, there were no bids for the Special City Allotment project on Third Street. This project should probably not be readvertised this year because it is so late in the season.

This project may interest bidders early next summer and possibly there would be other work in the area with which it could be coordinated at that time.

If no bids are received the job should likely be cancelled.

Please write and let us know what the City will want to do about the matter.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:ljt

☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

June 8, 1971

Hon. Delbert E. Hall
The Mayor
City Hall
Haines, Oregon 97833

Dear Mayor:

Reference is made to your letter of June 5, 1971, regarding the bid on the Special City Allotment project on East Third Street. In this letter you suggested that the project cost could be reviewed and refigured to be brought down to the $25,000 figure.

The State charges on an SCA project are only for engineering. The preliminary engineering for the first $25,000 of the cost is free. The engineering during construction is added as part of the cost of construction. This charge for construction engineering is at the actual cost to the State.

If the City should so wish, the contract can be re-advertised for the July 29 letting in the hope that a bid will be received that will be within reach of the finances available.

The plan seems to be conservative and stripped of any item that could be deleted to reduce cost.

If the project could be undertaken, it would be a fine improvement for your city.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:mm

bc: F. B. Klaboe
L. H. Young
Frank Hall
H. S. Coulter

SCA

Town of Haines

Haines, Oregon 97833

June 5, 1971

Request for Low Bid
Si

Mr. Oscar H. Norberg
Cities Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir: Re: Haines 1971 Special City Allotment
E. Third Street Project

This will acknowledge receipt of your letter of June 3 concerning the above project.

Please be informed that the Baker Redi-Mix has been in contact with us, and has offered to revise their figure to a more favorable level.

We would appreciate it very much if this matter could be reviewed and refigured to see if it can be brought down to $25,000.00. We do not like to see this project abandoned, as it is the link between the present paving on 3rd Street and the County road which is presently being widened and rebuilt by the County as a route from Haines to the Chandler Road access to the new freeway.

Any favorable consideration you can give this matter will be greatly appreciated.

Yours very truly,

Dellas E Hall
Mayor

DEH:LIC

RECEIVED
COUNTY & CITY SECTION
JUN 7 - 1971
ENGR. COOR. CE AE UE
UPE CE RE RPE

RECEIVED
JUN 4 - 1971
FOR FILING

6 3d

June 4, 1971

Baker Redi-Mix, Inc.
P. O. Box 825
Baker, Oregon 97814

Gentlemen:

On June 3 we wrote to you stating that your bid for the project in Haines on which bids were received May 28 had been referred to the Engineer to award when approved by the City of Haines and they had made a deposit of $4,800.

We are in receipt of a letter from the Mayor of Haines stating that the City cannot meet its obligation. In view of this development, award of the contract cannot be made.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fhm

cc F. D. Morgan
Ivan Merchant
H. S. Cox
Attn: O. H. Norberg
H. S. Coulter
C. D. Hiatt
Wm. Geibel - SAIF

RECEIVED
JUN 22 1971
FOR FILING

RECEIVED

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 3, 1971

Hon. Delbert E. Hall
The Mayor
City Hall
Haines, Oregon 97833

4185

RE: Haines 1971 Special City Allotment
E. Third Street Project

Dear Mayor:

Reference is made to your letter of June 1, 1971, in which you stated that the City has no money with which to participate in the subject project.

The Highway Commission Secretary will inform the contractor that the Commission has rejected the bids.

If the City wants the project re-advertised, please request this by letter as soon as possible.

Very truly yours,

H. S. Cox
County and City Engineer

By Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

RECEIVED
JUN 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OHN:

bc: F. B. Klaboe
Floyd Query
Frank L. Hall
F. D. Morgan
H. S. Coulter

RECEIVED

Hall - Can the job be cut back ~ reduced in cost. Don't do it.

3CA

Town of Haines

Haines, Oregon 97833

June 1, 1971

Mr. Oscar H. Norberg
Cities Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

We have your letter of May 28, advising that the bids had been opened on the 1971 Special City Allotment project on East Third Street in Haines.

We note the apparent low bid was submitted by Baker Redi-Mix of Baker, and that the total cost was approximately $29,880.00. You suggested we forward our check to you in the amount of $4,880.00.

Please be informed that we accepted this project with the understanding that it would run below the $25,000.00 limit which the State would pay. We have no money available to put into this project, and none is in the budget.

We hope the project can be reformed somehow to come under $25,000.00. If we can assist in this, please let us know.

Yours very truly,

Mayor

DEH:LIC

RECEIVED
COUNTY & CITY SECTION
JUN 3 - 1971
ENGR. COOR. LE AE UE
UPE CE RE RPE

copy to F.B. Klaboe for info
Floyd Query " "
L.H. Young " "
F.D. Morgan " "
H.S. Coulter " "

bc: E. B. Klobe
H. Young
D. Morgan
V. E. Skoog, att'n John Herr
H. S. Coulter

May 28, 1971

Mrs. Lois Coles
City Recorder
City Hall
Haines, Oregon 97833

Dear Mrs. Coles:

On May 28, 1971, the State Highway Commission opened bids on the 1971 Special City Allotment project on E. Third Street. The apparent low bid was submitted by Baker Redi-Mix, Inc., of Baker.

The anticipated cost based on the low bid is as follows:

Contractor's bid	$25,570.00	
Anticipated additional items:		
Flagging (State share)	150.00	
SS-1 asphalt in watering	200.00	
	25,920.00	
Engineering & contingencies, 14½	3,758.40	
	29,678.40	
City share of preliminary engineering (approx.)	200.00	
	$29,878.40	(say $29,880)

Since the project cannot be awarded until the City has deposited its estimated share of cost, please forward at your earliest convenience, a check to this office in the amount of $4,880 made payable to the Oregon State Highway Commission.

I want to call your attention to the fact that the bid overran the engineer's estimate 27%, in case you will want to take other action in the matter. Also, the award will be subject to Highway Division approval.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar N. Norberg

Oscar N. Norberg
Cities Engineer

OHN:mm

Duane

126,450
49 500
175,950

Grid Roller Stanford Baker Redimix — Haines

2000
25 Ton Roll Rubber material
2500 less leave length as is.

25,570.00
2 500

23,070.00
150.00
200.00

23,420.00
E&C 3,395.90

26,815.90
83.00

26,898.90 1,900

$\frac{1226.7 \times 1815.9}{26,815.90} = 830$

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Third Street
Highway: City of Haines
County: Baker
Prefix: 301-1423

Res. Engr. C. D. Hiatt
Approx. Length 0.10 Mile
Sta. _____ to Sta. _____
Date March 2, 1971

Mean Truck A.D.T. 24
Traffic Coefficient 5.8
18 kip s. a. per day 3.4

Annual Precipitation 19"+ (Rock Creek)
Frost Penetration 36"+
CBE Total Requirement 15.0"

(1)

Typical Soil

21 LL
0 PI
87 %P 10
44 %P 200
13 % Gravel
14 % C Sand
29 % F Sand
37 % Silt
7 % Clay
28 R Value
A-4 AASHO Classif.

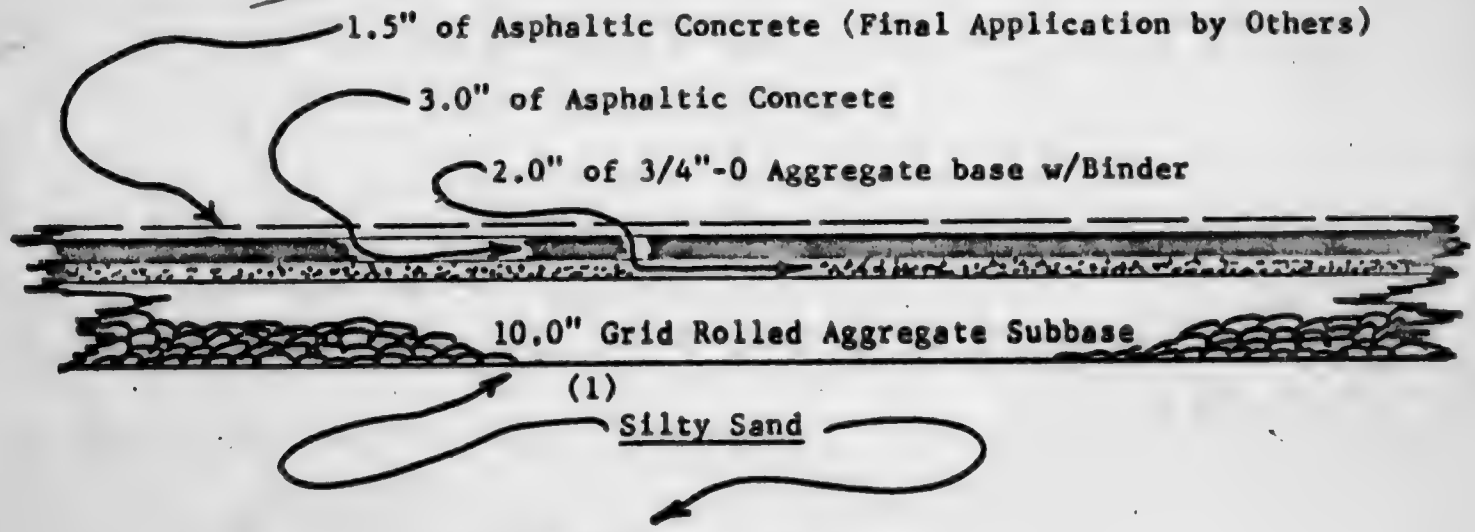
Materials Source:

To be determined by the Engineer.

RECEIVED
COUNTY & CITY SECTION
MAR 16 1971
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Credit	*Actual Thick.*	*Component*
3.0	1.5	A.C. (F.A.)
6.0	3.0	A.C. (I)
2.0	2.0	3/4"-0 Agg. Base
8.0	10.0	Agg. Subbase
19.0	16.5	

STRUCTURAL SECTION


1.5" of Asphaltic Concrete (Final Application by Others)
3.0" of Asphaltic Concrete
2.0" of 3/4"-0 Aggregate base w/Binder
10.0" Grid Rolled Aggregate Subbase
(1)
Silty Sand

See Remarks on Page 2

Submitted by E. J. Gregg
Base Design Engineer

Recommended by _____
Engineer of Materials and Research

Recommended by W. H. Peterson
Program and Planning Engineer

Approved by _____
Asst. State Highway Engineer

KNXXK
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

County-City (2)

SECTION: Third Street

HIGHWAY: City of Haines

COUNTY: Baker

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B. or C.T.B.	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
N O N E							

Remarks:

The total surfacing thickness has been increased for protection from frost penetration.

The existing base has been reported to be about 11.0" in depth. No credit was allowed this material as the sample tested indicated it was "frost susceptible", with an excess of material passing the #200 sieve.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0 "	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8 "	Crushed Base
1.0"	Cement Treated Base	=	1.8 "	Crushed Base
1.0"	Oil Mat	=	1.1 "	Crushed Base
1.0"	Stone Subbase (~~Per Standard Specifications plus Supplementals~~)	=	0.8 "	Crushed Base
1.0"	Lime Treated Subgrade	=	--- "	Crushed Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Third Street

HIGHWAY: City of Haines

COUNTY: Baker

220 Present ADT (19 71)

8 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	13	1.5	20	17	450	7,650
3	5	1.5	8	7	1000	7,000
4	0	---	--	--	1250	- - -
5	0	---	--	--	3180	- - -
6	0	---	--	--	2570	- - -
				24	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 14,650

TWENTY YEAR EWL 293,000

TRAFFIC COEFFICIENT 5.8

SECTION: Third Street

HIGHWAY: City of Haines

COUNTY: Baker

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: When constructed to present OSHD surfacing thickness standards.
5. Cost Comparisons: None made--See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.10 mi.) project, and traffic does not warrant the use of P.C.C.

See Items 6 and 12.

RECEIVED
FEB 18 1971

February 16, 1971

City of Haines
City Hall
Haines, Oregon 97833

MISC. CONTRACTS and
AGREEMENTS No. 4156

Attention: Mrs. Lois Coles
City Recorder

Gentlemen:

Attached for your information is a fully executed copy of an agreement covering improvement of Third Street in your city.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

F. B. Klaboe

PREFIX NO. 301-1423

12-29-70

LOCATION PROSPECTUS
HAINES (THIRD STREET)
CITY STREET
BAKER COUNTY

HIGHWAY: Third Street from Wilcox Street to a point approximately 500 feet easterly. Not on Federal-aid or State system.

LENGTH: 0.10 mile.

PROGRAM: Special City Allotment Funds, 1971.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and surfacing on the existing alignment. Reconnaissance is not necessary. The survey need not be tied to the Lambert Grid System. Drainage studies will be made and any problems resolved. Soils investigations will be conducted. An economic analysis is not needed at this time.

TYPICAL SECTION: Two 12-foot travel lanes with 4-foot shoulders.

MATERIALS: To be located and referenced to this project during the survey.

ACCESS: No control.

AGREEMENTS: Routine City agreements for City project.

UTILITIES: Routine utility adjustments may be necessary.

PARKS OR REST AREAS: None affected.

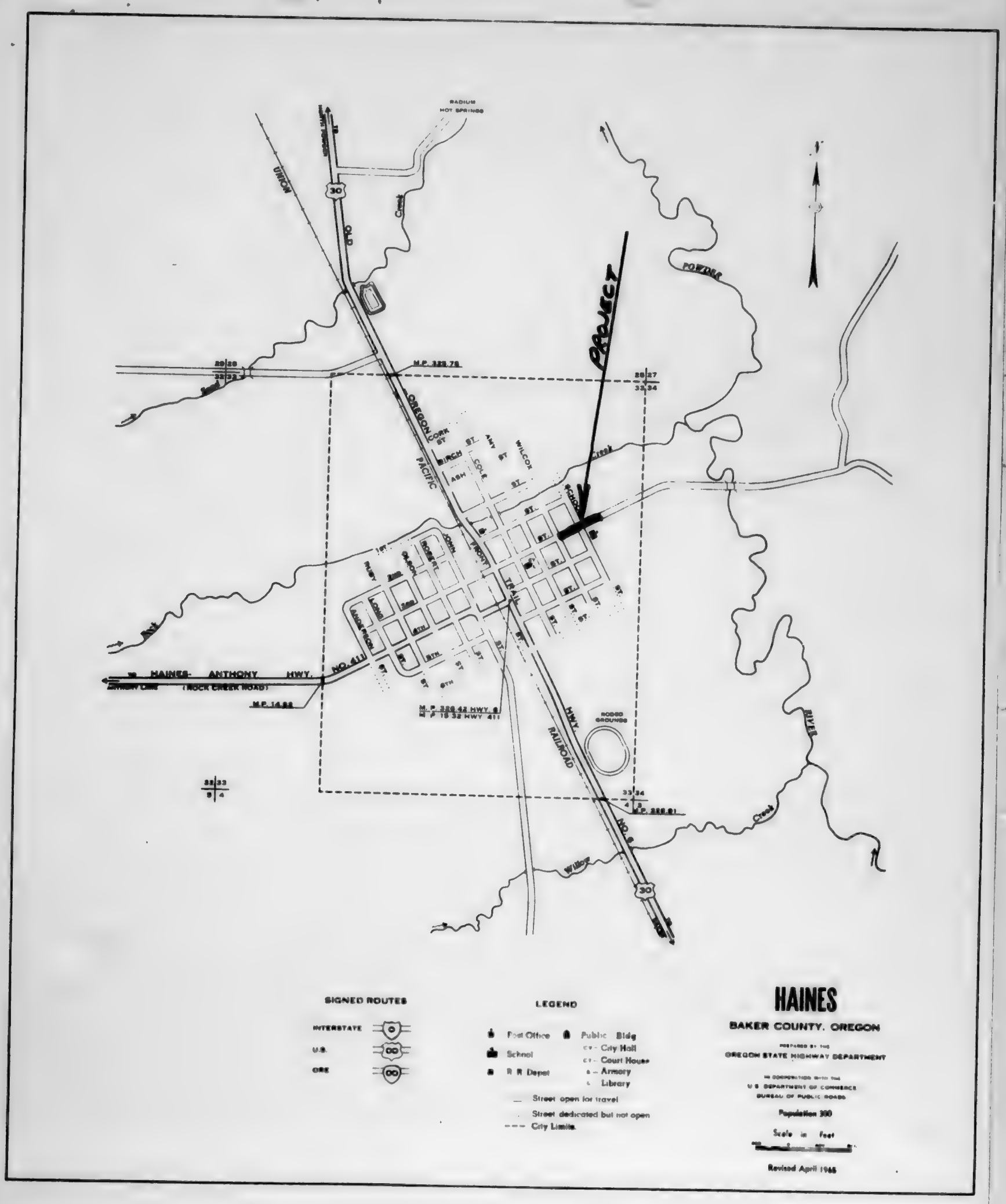
ADD'L FACILITIES: No airports, railroad crossings or major streams affected.

Attachment
December 29, 1970
cc's: over

RECEIVED
DEC 31 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Location Prospectus - page
Haines (Third Street) Section

cc's H. S. Coulter (4)
R. L. Porter
A. L. Johnson
F. B. Klaboe
V. D. Wolfe
F. B. Crandall
F. L. Hall
E. S. Hunter
Ivan Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
Jack Rowland
Robert Royer
W. H. Tebeau
F. E. Terpin
Roy H. Stein
F. W. Yarbrough (2)



SIGNED ROUTES

INTERSTATE

U.S.

ORE

LEGEND

- Post Office
- School
- R R Depot
- Public Bldg
- CH – City Hall
- CT – Court House
- A – Armory
- L – Library
- Street open for travel
- Street dedicated but not open
- City Limits

HAINES

BAKER COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 300

Scale in Feet

Revised April 1948

UPE CE RE RPE AE UE

December 8, 1970

Mrs. Lois Coles
City Recorder
City Hall
Haines, Oregon 97833

Dear Mrs. Coles:

On November 24, the Highway Commission approved the Third Street Special City Allotment project requested by the City.

The 1971 project will have the same type of street section as the 1967 project and the work will be from Wilcox Street east about 500' to the approximate east line of the school yard.

The Highway Division will contact the City regarding this project.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. Norberg

Oscar H. Norberg
Cities Engineer

OHN:mm

Form F-35

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section ~~Third Street (Haines)~~ HAINES (THIRD ST)

Highway City of Haines CITY ST.

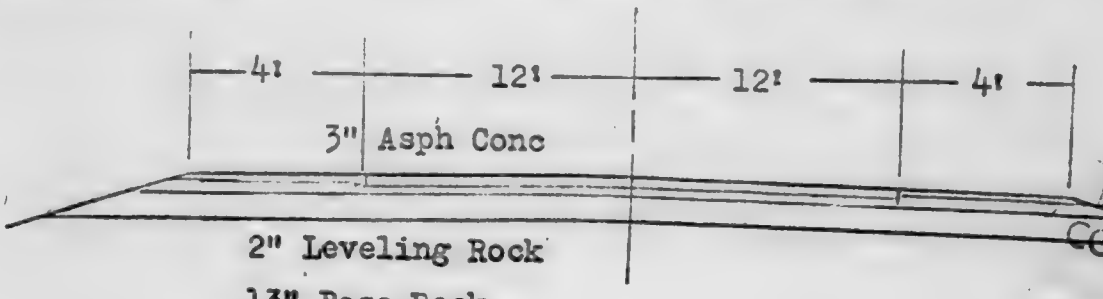
County Baker Region 5

Date December 1, 1970

Authorization No. 1

Survey Prefix 301-1423 (Assigned by Salem office)

Description of termini, route, length, etc.: Base and pave Third Street from Wilcox Street, easterly for approximately 500 feet, a total length of 0.10 miles



TYPICAL SECTION

RECEIVED
COUNTY & CITY SECTION
JAN 27 1971
ENGR. GEOR. GE AE UE
UPE CE RE RPE

Purpose of survey: Prepare plans and specifications and estiamte of cost for the base and paving of Third Street in the City of Haines, 24 feet wide pavement with 4 foot crushed rock shoulders

Estimate of cost:			
Sspecifications	(921)	150	
Survey	(901)	~~$ x,xxx~~	1,200
Geology and soils	(910)	~~xxx~~	200
Final Design	(905)	~~xxx~~	300
~~xxxxxx~~	~~x(xxx)~~	~~xxx~~	

Special City Allotment

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ ~~x,xxx.xx~~ 1,850.00

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

Requests made by:

C. J. Hurt
Field Engineer

Recommended for Approval:

Reg Hoist
Division Engineer

Recommended for Approval:

Design Construction Engineer

Approved:

Asst State Highway Engineer

SP*52449-724

PROGRAM & PLAN. DIV.

P. E. APPR. _____

FED. - AID _____ STATE CA BEN GIFFORD

S.C.A. Investigation Data

City of Haines Date 7/1/70 Div. E
Population: 1965 3[illegible] 197[illegible] 33[illegible]
Street Third St. between Wilcox and easterly line of School yard

No. previous projects 2
Last project 1967 (year)
Total SCA funds $ 43,23[illegible]
Funds/capita $ 128.15
Average/capita $ 53.01

EXISTING

Surface now in place: A.C. ____ Oil ____ Gravel X Concrete ____
Surface width: 20'± feet, Shoulder-shoulder width: ____ feet
C-C width: ____ feet, R/W width: 60' feet
Remarks: The gravel surface road is good enough for [illegible] use. The use is objectionable. This road may connect [illegible] freeway when [illegible]

[illegible] to be used but is [illegible]

PROPOSED

Surfacing: A.C. ____ Oil ____ Other ____
Pave. width: ____ feet, Shoulder width ____ feet, C-C width: ____ feet
BASE DESIGN: A.C. 3 inches, Leveling 2 inches, Base 13 inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.075 mile, 50[illegible] feet. Type curb: None
Remarks: The Mayor said they wanted the same type of street as the first section built

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.	320	2 50	800
Concrete sidewalks	sq. yd.	—		
Trench excavation	c.y.	130	4 00	520
Watering	M-gal.	45	5 00	225
Level material (3/4-0)	c.y.	3[illegible]	4 50	1575
Base material	c.y.	13[illegible]	4 00	5200
Asphalt	ton	2[illegible]	12 50	3313
Binder	all	all	L.S.	250
Concrete inlets	each	4	175 00	700
Culvert pipe 12 [illegible]	lin. ft.	54[illegible]	5 00	2740
Concrete curbs	c.y.	—		
Extra for Driveways	Each	5	50 00	250

*Items include 10% allowance

Total	$ 16,073
Perm. signing ($100/intersection)	100
Flagging	100
Total	$ 16,273
Engineering & contingencies (20%)	3255
Total	$ 19,527
City's estimated share of survey	
TOTAL ESTIMATED COST	$

~~19,502~~ [illegible]

7/1/70
Haines

Gen'l. Exc. $\frac{572}{9} = .64$ CY per ft. .95 per 1967 job)

.095 = 500'
50 Extra
550

500 x 64 = 320 CY Exc

12" Culvert pipe 500 + 48 = 548'

Tr. Exc $548 \times 3.0 \times 2.0 \times \frac{1.1}{27} = 130$ C.Y.

4 Conc. Inlets GB-1

Stone Base $\frac{(48 + 41.5}{2} \times 1.08 \times 550 \times 1.43 = 1300$ C.Y.

Lev. Cs. $\frac{550}{911} \times 574 = 350$ C.Y.
(length of orig. Job.

Water 1650 x 0.27 = 45 M-Gals

3" Asphalt. 24' wide 48.2 x 5.5 = 265 Tons

Binder Cs 2400 x 1.05 = "250 ⁰⁰

Extra for A.C. approaches 5 only.

Haines 7/1/70

3rd St. Wilcox to Fly

line of School

School

School

Old Tel Poles N Side

MUSEUM

20' CMP

4 Poles on N Face of P. Poles 7' from S. R/W

Gar

Fence - 50' E. of Wilcox

Wilcox

50' CMP 12"

50' CMP 12"

Fence 18'

12" CMP

Alley

36" CMP

Stake

24' Pvt.

50'

Ho

00 Hwy

Haines 7/1/70
3rd St

0.05

.095 X 5280 = 500'+

0.11 Amy

.165 Wilcox

.18 End Pavt

770

0.22 School St

0.275 End Sch yard

044 Grandad Turn is Sandy
Lane Sandy Turn

.275
.18
.095

Haines 7/1/70

X-sec E. of Army

0	1	5	14	29	52	67	75.5	79.5	B-5
Fa	swk	swk	Ditch	EP	EP	Ditch	wk	swk	#6,

Haines (3rd St.) Section
Grading and Paving

NO.	ITEM AND	QUANTITY	UNIT		UNIT PRICE	AMOUNT
001	GENERAL EXCAVATION UNCLASSIFIED	800.000	CU YDS	572	1.7500	1,400.00
002	FINISHING ROADBED AND SLOPES	.170	MI	.17	4,000.0000	680.00
003	TRENCH EXCAVATION	18.000	CU YDS	10.8	5.0000	90.00
004	WATERING	70.000	M-GALS	162	4.5000	315.00
005	3/4IN-0 MATERIAL IN BASE	440.000	CU YDS	574	3.7500	1,650.00
006	STONE BASE	2,240.000	CU YDS	2,136	3.7500	8,400.00
007	CLASS B ASPHALT CONCRETE	550.000	TONS	474	9.5000	5,225.00
008	12-INCH CULVERT PIPE	530.000	LIN FT	550	3.2500	1,722.50
009	EXTRA FOR A C CONC APPROACHES	12.000	ONLY	12	45.0000	540.00
010	EXTRA FOR A C CONC WALKS	30.000	SQ YDS	25.6	2.6000	78.00

BAKER REDI-MIX INC
BAKER 97814

Total Amount of Contract 20,100.50

19,527.09

2+00 − 11+11 = 911' length

9V-182

Overall Length of Project 0.17 Mile
To Be Accompanied by Drg. No. 2112 - Sloped Ends C.M.P.

OREGON STATE HIGHWAY DEPARTMENT
GRADING & PAVING
[illegible]NES (3RD ST) SECTION
CITY STREET
BAKER COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE	TOTAL SHEETS
-8-	OREGON	STATE	MAY 1967	1

SHEET No. 1

+70
[illegible]et Conn. Rt. & Lt.
[illegible]r. Stl. Culv. Pipe - 54' Rt.
- 54' Lt.

+70
Const. Street Conn. Rt. & Lt.
Inst. 12" Corr. Stl. Culv. Pipe - 54' Rt.
- 54' Lt.
Tr. Exc. 4 C.Y.

+70
Const. Street Conn. Rt. & Lt.
Inst. 12" Corr. Stl. Culv. Pipe - 54' Lt.
Tr. Exc. 2 C.Y.

STREET
STREET
STREET
Water
Water
Water
Exist. Sidewalk
3rd STREET
COLE
AMY
WILCOX
F.H.
F.H.
Exist. Sidewalk

5+08 Remove Exist. P.C. Conc. Walk (C. & G.)
Const. 5" Asph. Conc. Walk - 50' Thkn. 2"
Inst. 12" Corr. Stl. Culv. Pipe - 8' Rt. - 12' Lt.
Tr. Exc. 1 C.Y.

+20
Const. Alley Conn. Rt. & Lt.
Inst. 12" Corr. Stl. Culv. Pipe - 28' Rt. - 28' Lt.
Tr. Exc. 2 C.Y.

+20
Const. Alley Conn. Rt. & Lt.
Const. Appr. Lt.
Inst. 12" Corr. Stl. Culv. Pipe - 28' Rt. - 52' Lt.
Tr. Exc. 3 C.Y.

+48 Inst. 12" Corr. Stl. Culv. Pipe - 58'
Tr. Exc. 10 C.Y.

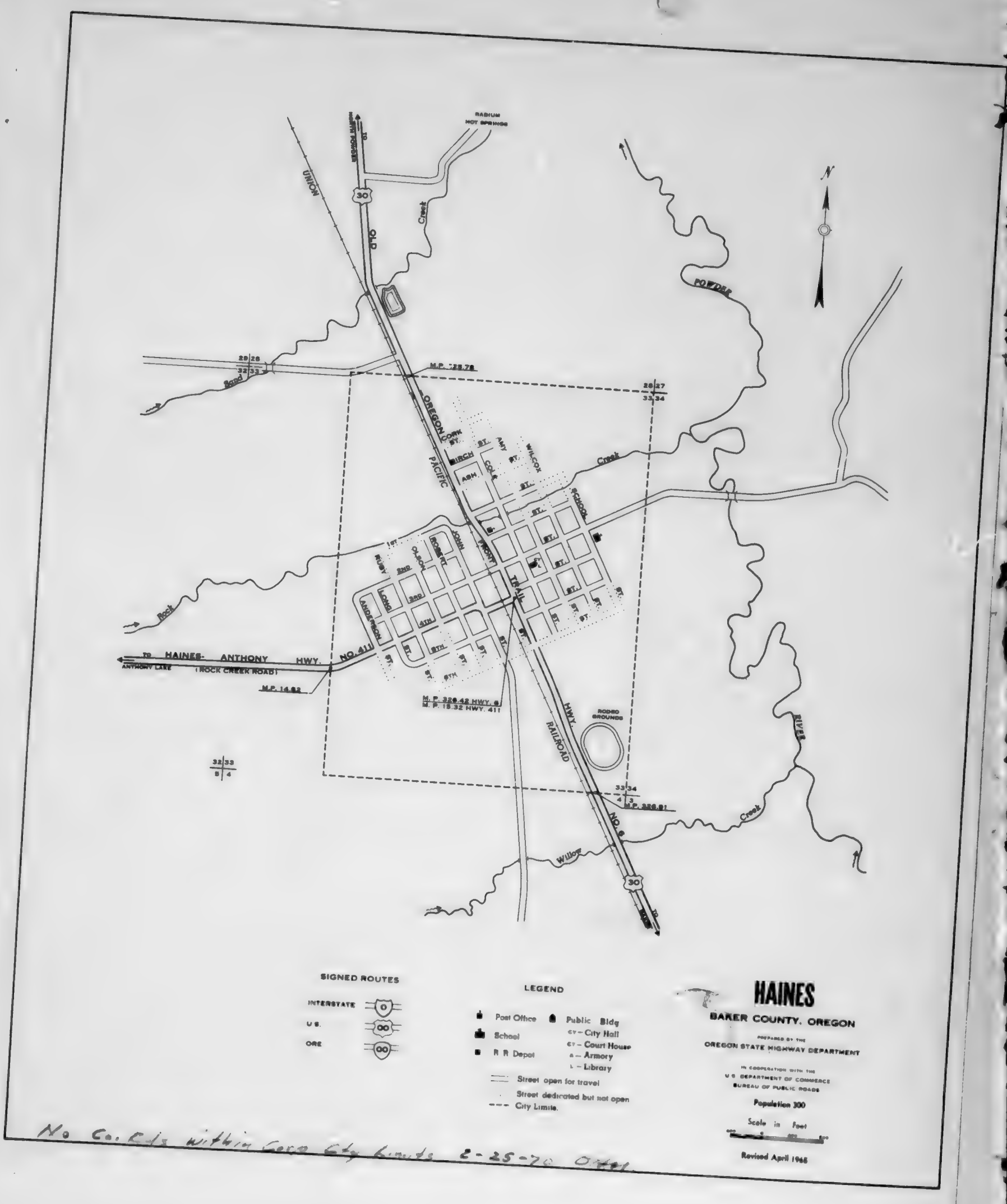
END OF PROJECT

-0.533
Finish Grade at ℄
3328.70
-0.733
3327.75
100' V.C.
-1.96
100' V.C.
3324.01
-0.88
3330
3325
3320
Subgrade
Ground Line at ℄ Subgrade
+.70
+1.00
+.50
EAST END
STA. 11+11
Exc. 76 I (Excess)
5
10
12

TYPICAL SECTION

24'
6'
11'
℄
11'
24'
6'
9'
3'
Asph. Conc. Surface
Class "B" Mix, Nom. Thkn - 3"
Profile Grade
Sl. 0.02'/ft.
Sl. 0.04'/ft.
Sl. 6:1 Nom.
Sl. 6:1
Sl. 2:1 var.
Sl. 6:1
Exist. Walk
Top Course Base
Bottom Course Base
Nom. Comp. Thkn. - 13"
[illegible] Comp. Thkn.
Under Pvmt. 2"
On Shldrs. 5" Max.

Iwan-Grewe



No Co. R/s within Corp City Limits 2-25-70 OTM

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of HAINES is an incorporated city of the State of Oregon and has a population of 330 as given by the latest official census; and

WHEREAS, the following streets of said city, two blocks ,

Third Street between Amy and School Street

RECEIVED
FEB 17 1970
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

4. That the City of HAINES does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Del Hall, Mayor as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 10th day of February, 1970.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of HAINES at a regular or special meeting of said Council, held on the 10th day of February, 1970, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 16th day of February, 1970.

Mrs. Lois Coles
City Recorder

(cc-50, 1959 Rev.)

Town of Haines

Haines, Oregon 97833

January 27, 1970

H. S. COX

Mr. H. S. Cox, Engineer
County and City Department
State Highway Division
Salem, Oregon 97310

Dear Mr. Cox:

We would appreciate receiving forms with which to apply for a portion of the allocation for street improvement to be allocated to cities under the provisions of ORS 366.805.

Thank you.

Yours very truly,

Mrs. Lois Coles

Recorder

RECEIVED
JAN 28 1970
ENGINEER
COUNTY & CITY DIVISION

Forms sent -
1-28-70

Noted
Oscar H. Norberg

7785 Weatherby Safety Rest Area south- 1972
east of Baker.
(Landscape improvement)

7785 6-10-75 R

STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Baker	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
6-2-75	R. A. Nichols, Area Engineer	I-80N-7(40)335

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
11-1-73	7-26-74	100 %	6-30-73 Spec. Comp. Date

APPROVED EXTENSIONS	LOCATION
None	Within the Weatherby Interchange approximately 30 miles southeast of Baker, Oregon

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

JUN 06 1975

Washington

WEATHERBY SAFETY REST AREA
OLD OREGON TRAIL HIGHWAY
Landscaping

6-9-75
cy Cont.

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by R. A. NICHOLS		SIGNATURE Original signed by E. J. Valach Dist. Engineer	
TITLE R. A. Nichols Area Engineer	DATE 6-2-75	TITLE E. J. Valach District Engineer	DATE 6/6/75

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

7785

August 6, 1974

U.S. Fidelity & Guaranty Co.
Portland Office
201 Oregon Bank Building
Portland, OR 97204

Gentlemen:

On August 1, 1974, we wrote to you concerning release of final payment on Contract No. 7785 awarded to Leftus Landscaping, Inc. for work on the Weatherby Safety Rest Area Section of the Old Oregon Trail in Baker County.

Final payment on this contract is $5,050.45 and the total contract amount is $81,376.97. No work was performed under force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

rw

cc: Leftus Landscaping, Inc.
P. O. Box 6028
Kennewick, WA 99336

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

cc: U. S. Fidelity & Guaranty Co.
100 W. Harrison Plaza
Seattle, WA 98119

7785

July 2, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-80N-7(40)335

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Contract Acceptance

Contract 7785, Work Completed September 17, 1973

Project Weatherby Safety Rest Area

Highway Old Oregon Trail

County Baker

Establishment Period Ended June 19, 1974

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date _____

Conditions not acceptable:

G. L. Green
Division Engineer

VG:bz

cc: F. B. Klaboe
C. T. Keasey

7785 3-20-74

STATE COPY

cc: OSHD (H S Coulter)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Baker	Oregon

IN COMPANY WITH
C. Duval, Res Engr, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
3-20-74	R. A. Nichols, Area Engineer	I-80N-7(40)335

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %
Satisfactory	Satisfactory	97	100

COPY SENT
APR 09 1974
REGIONAL OFFICE

WEATHERBY SAFETY REST AREA
OLD OREGON TRAIL HIGHWAY
Landscaping

The project work has been completed in substantial conformance to the plans and specifications.

Acceptance is recommended.

APR 10 1974

4-10-74
cy Cornet

NOTED
H.S. COULTER

Form FHWA-1446A (12-73) Formley PR-33B

Previous Editions Of PR-33 B Will Not Be Used.

7785

5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Weatherby Safety Rest Area		WEEK ENDING: December 7, 1973
		SECTION PREFIX: 601-1077
HIGHWAY: Old Oregon Trail		COUNTY: Baker
NAME OF JOB: Weatherby Safety Rest Area	KIND OF WORK: Landscaping	
CONTRACTOR: Loftus Landscaping, Inc.	CONTRACT NUMBER: 7785	FEDERAL AID PROJECT NUMBER: I-80N 7 (40) 335
DATE OF CONTRACT: August 7, 1972	DATE WORK STARTED: February 17, 1973	ESTIMATED COMPLETION DATE: Trees-April, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 97,236.84	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 88,744.54	ENGINEERING AUTHORIZATION $ 8,492.30	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 81,376.97	ENGINEERING COST TO DATE $ 9,992.83	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92.9
ESTIMATED PERCENT: [redacted] UNDERRUN 8.3 %	This week 0.00	DATE PROJECT WAS COMPLETED:
	PERCENT OF AUTHORIZATION 117.7 %	Shrubs-Nov. 1, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2	Fair			
MONDAY 3	Fair			
TUESDAY 4	Fair			
WEDNESDAY 5	Cldy/rain			
THURSDAY 6	Cldy/snow			
FRIDAY 7	Cldy/rain			
SATURDAY 1	Cldy/rain			

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 2	No activity on this project all week.
MONDAY 3	
TUESDAY 4	
WEDNESDAY 5	
THURSDAY 6	
FRIDAY 7	
SATURDAY 1	

REMARKS

STATUS OF WORK:
Replanting of shrubs was completed November 1, 1973. This completed the establishment period for shrubs. Trees to remain on establishment period until spring of 1974.

A. D. Vohland, Asst. Res. Eng.

SIGNED A. D. Vohland LOCATION La Grande

For: H. N. Van Cleave, Res. Eng.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

7785

August 22, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7785, State Force Order No. 1

Project Weatherby Safety Rest Area

Highway Old Oregon Trail

County Baker

This order covers the cost of installing radiant heaters in the existing restrooms in the rest area. Installation of these heaters will prevent the plumbing from freezing during the winter months. All work performed under this order will be done by local electrical company personnel and State Forces will not be involved. It is considered in the public interest to have this work done and it must be performed before the winter season begins.

Copies of the Engineer's letter of explanation are attached.

The estimated cost of this work is $1325.00 with Federal participation in the amount of $1192.50. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer August 15, 1973.

Your approval as of August 15, 1973 is requested.

Attach.

BMW:dgk

7785 C

FORM PR-33A
(REV. 3-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cc: OSHD (A E Johnson)
Region
Wash DC

INITIAL INSPECTION REPORT

3-7-73

cat

(Check appropriate box) ☐ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
		COPY SENT	

Date of Inspection	Inspection Made By		Project No.
3/7/73	R. A. Nichols, Area Engineer	MAR 15 1973	I-80N-7(40)335

Location Alfred Shirley, Reg Constr Engr, OSHD.

REGIONAL OFFICE

The project is located within the Weatherby Interchange approximately 30 miles southeast of Baker, Oregon.

Contractor Name and Address

Loftus Landscaping Inc., Kennewick, Washington

Award Date	Contract Amount	Time Elapsed	Time Started	Work Started
8/7/72	$84,823.00	6/30/73	8/7/72	2/17/73
Quality of Work: Satisfactory	Progress: Satisfactory	65 %	4%	

Roadbed (Width) NA (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Landscaping	Y003				

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
NOTED H. S. COULTER		

3 cy Concrete

Info			RECEIVED STATE HWY ENGR
Dives			MAR 16 '73
C/D	FOR	REFER TO	
D/R			
Sign			
Act			
File			

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

WEATHERBY SAFETY REST AREA
OLD OREGON TRAIL HIGHWAY
Landscaping

The project work includes the installation of an irrigation system, landscaping, and the construction of a sanitary dump station for trailers.

The contract was awarded last August; however, the grading contractor was not completed in this area so this contractor did not want to start work until the other contractor was completely clear of the area. The other work was completed late last year but it was too late to begin construction on the landscaping project. He did start to work this year as soon as it was reasonably feasible. To date he has constructed the septic tank for the sanitary dumping station for the trailers and was in the process of backfilling around this tank during this inspection.

Several change orders have been issued covering flagging costs, temporary erosion control, and installing a 400-watt mercury luminaire to light the sanitary dumping station. All these change orders were approved.

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

7775

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
8-69		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Baker
	8-22-72	PROJECT NO.
		I-80N-7(40)335

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N 8.33 mi. S.E. of Durkee

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-72	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 93,415	$ 86,194

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
(Division Engineer)

G. L. Green

Date executed by Division Engineer AUG 22 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Divsision

Federal Aid Project
No. I-80N-7(40)335

WEATHERBY SAFETY REST AREA
OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY
Salem, Oregon, August 15, 1972

Project Agreement Estimate

Type Code Y003
Landscaping (MP 330.56)

Temporary Protection and Direction of Traffic	All Required		$ 2,000.00
Furnishing and Placing Topsoil	1,650 cu.yd.	4.00	6,600.00
Furnishing and Planting Trees	260 only	24.00	6,240.00
Furnishing and Planting Shrubs	850 only	5.00	4,250.00
Bark Mulch	30 unit	63.00	1,890.00
Redwood Header Boards	70 lin.ft.	2.00	140.00
Sod Lawn	2.5 acre	9,600.00	24,000.00
Irrigation System	All Required		26,070.00
Sanitary Station Development	All Required		13,633.00
			$ 84,823.00
Flagging (60% of Contractor's Cost)	All Required		$ 50.00
Temporary Erosion Control	All Required		50.00
			$ 100.00
	Subtotal		$ 84,923.00
	10% Engr. & Cont.		8,492.00
	Total		$ 93,415.00

Length of Project - - - 0.00 mile

Federal Funds - - - - - - - - - - - -	$86,194.00
State Funds - - - - - - - - - - - - -	7,221.00
Total	$93,415.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7785

Prefix 601-1077

RECEIVED
AUG 1[illegible] 1972
FOR FILING

7785

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE August 2, 1972

TO Memo to the Files

FROM R. D. Asburry
R. D. Asburry
Asssitant Programing Engineer

SUBJECT Weatherby Safety Rest area Section
Old Oregon Trail Highway

Bids were opened for the subject section at the regular bid opening on July 27.

An analysis of the bid submitted by Earl A. Bloomberg, Landscape Contractor, Inc., disclosed an error on bid item No. 7 - Sod Lawn. The extension of the unit price of $.19 did not equal the amount. The unit in the proposal was "per acre". The unit price of $.19 appeared to be out of line.

When Mr. Bloomberg was contacted by phone, he stated that the unit price he placed in the proposal was per sq.ft. rather than per acre. The amount was figured on a unit price of $8,360 per acre; that he was in error in placing the $.19 for the unit price. He later substantiated this by letter dated July 28. (Letter attached to bid proposal.)

This appears to be a patent error and should be treated in accordance with Section 102.18 of the Standard Specifications. Mr. McKinney, of the Highway Division's Legal staff was contacted regarding this, and he concurred that this was a patent error. We have therefore revised the unit price in accordance with the above information and the amount of the contract which checks with the amount contained in the original proposal.

If the $.19 had been used, Mr. Bloomberg would have been low bidder, but after correcting this patent error, he was second low bidder.

Earl A. Bloomberg
Landscape Contractor, Inc.

ROUTE 2 BOX 183A
SHERWOOD, OREGON 97140
Telephone 638-6169

Programming Engineers State Highway
c/o Mr. L. H. Young
Salem, Oregon 97310

July 28, 1972

Dear Mr. Young,

Re: Weatherby Rest Area, Baker, Oregon:

This is in regards to our bid for the Landscaping and sprinkler system for the rest area. On item #7 we made an errer in the unit price. The quote should read $8,360.00 per acre rather than .19¢ per acre.

Under no circumstances would we be interested in accepting the job for .19¢ per acre. We hope this will help clarify our bid.

Sincerely,

Earl A. Bloomberg, Jr.

NOTED
R. D ASBURRY

EAB/d

RECEIVED
AUG 1 1972
PROGRAMING SECTION

NOTED
L. H. YOUNG

RECEIVED
JUL 12 1972

FOR FILING

DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-10-72

7785

T. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

FEDERAL AID PROJECT NO.	I-80N-7(40)335
STATE PROJECT NO.	WEATHERBY SAFETY REST AREA
COUNTY NAME	BAKER
PROGRAM NO.	
ITEM NO.	I-708
PROGRAM STAGE (Check)	[ ] 1. [X] 2.

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

7-12-72

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
JULY 5, 1972	JULY 5, 1972	INTERSTATE ROUTE 80N / OLD OREGON TRAIL ROUTE #6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $50.00 AND TEMPORARY EROSION CONTROL IN AMOUNT OF $50.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMIJE
- [ ] LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS

- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $50.00
  TEMPORARY EROSION CONTROL $50.00

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JUNE 30, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
JULY 10, 1972		ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

TRANSACTION NUMBERS 6-26 AND 6-27

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-13-72

BY (Signature): MR. YOUNG'S JUNE 2, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 707 THRU 708

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
707	I-80N-7(39)295	0.0	130,700	120,500	BAKER VALLEY SAFETY REST AREA	LANDSCAPING
708	I-80N-7(40)335	0.0	95,600	88,200	WEATHERBY SAFETY REST AREA	LANDSCAPING

6-13-72

6-15-72

REMARKS (Division)

RECEIVED
JUN 15 1972
FOR FILING

7782

RECEIVED
JUN 15 1972
DIV. OF
STATE HIGHWAY ENGR.

RECOMMENDED
SIGNATURE AND TITLE

APPROVED
DATE: 6-13-72
SIGNATURE AND TITLE: ACTING DIVISION ENGINEER

* Approval to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation to provide Federal funds for the undertaking.

GPO 927-954

OREGON STATE
HIGHWAY DIVISION

7785

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 2, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT Program Data Submission
Projects I-80N-7(39) & (40)

We are submitting program data for two Interstate Projects, Items 707 and 708, which we desire to have included in the Federal-aid Interstate Highway Program.

It is our present intention to receive bids for these projects on July 27, 1972.

FHWA concurred in Memorandums of March 2, 1972 and Jan. 28, 1971, respectively, that the landscape work under these projects is stage construction and, as such, received design approval as an incidental part of the ultimate facility under Projects I-80N-7(33)289 and I-80N-7(29)327. Therefore, the requirements of IM 50-1-70 and PPM 20-8 for these projects were complied with under said Projects I-80N-7(33) and (29), respectively.

An environmental statement is not required for either project under the provisions of PPM 90-1, as design approval of the total project is considered granted for each prior to Jan. 1, 1970.

JG:bb

Enclosures

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

June 2, 1972

FEDERAL-AID (PR

CARD 2	REPORT NUMBER (18)(20)	PROJECT LOCATION (45 typewriter spaces) 21 66		ADT	PRESENT	FUTURE (68)(70)	YE (71)
	1	I-80N 8.33 Mi. SE of Durkee			3,150	4,700	9
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62		NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AU (74)
	Landscaping								
CARD 4	CLASS OF FEDERAL FUNDS						COUNTY NAME		
	Interstate								
	NAME OF URBAN AREA 17-31						ROUTE NO. I	FEDERAL- I-80N	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	ESTIMATED PROJECT FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE		I-80N 8.33 Mi. SE of Durkee			
5					ROW					
5					CONST (CODE) Y003		"Weatherby Safety Rest Area"	0.0	95,600	88,200
								0.0	95,600	88,200

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23)(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

June 2, 1972

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	3,150	4,700	92	10	Oregon	35	042	708

ROUTE	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
						I-	80-7	(40)	335	N

COUNTY NAME: Baker — CODE: 001

ROUTE NO. I — FEDERAL-AID: I-80N — STATE: 6 — U.S.: I-80N

PROGRAM STAGE: [ ] 1 OR [X] 2

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
SE of						Landscaping consisting of furnishing & placing topsoil, furnishing & planting trees, shrubs, vines and sod lawn, installation of an auto. irrigation system & incidental work common to this type of project.
y	0.0	95,600	88,200	7,400		ROW-240' min.; Access control-full; Parking restrictions-complete.
PROJECT TOTALS	0.0	95,600	88,200	7,400		

REMARKS

Additional Data: Item 596, Project I-80N-7(5).

-OVER-

USCOMM DUSCOMM-DC 46905-P61

WEATHERBY SAFETY REST AREA

PROJECT NO. I-80N-7(40)335

REMARKS - continued

Information for PR 37-B: ROW-1; ROW-F; Sanitary Facilities-Y

Project Data: The work under this project consists of furnishing and placing topsoil, furnishing and planting trees, shrubs, vines and sod lawn, installation of an automatic irrigation system and incidental work common to this type of project.

Clearinghouse Review, Public Hearings and Design Approval: FHWA concurred in Memorandum of January 28, 1971, that landscaping of this Safety Rest Area is merely a final stage of its construction and as such received design approval with that for the initial construction accomplished under Project I-80N-7(29)327. Therefore, the requirements of IM 50-1-70 and PPM 20-8 for this section were complied with under said Project I-80N-7(29).

Environmental Statement: Not required under the provisions of PPM 90-1, as design approval of the total project is considered granted prior to January 1, 1970.

7786 Big Creek(Knappa) Br. Sec. of old 1972
Col. R. Hwy. east of Astoria.
(Structure)

C&A 4516 7/31/72

~~C+A 4536~~

PL 606
Clatsop Co

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

September 13, 1973

Mr. Harold Reynoldson
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: OEP 319-10 (CL-7) P.L. 606
Big Creek Bridge Section
Old Columbia River Highway
Clatsop County

Dear Mr. Reynoldson:

Enclosed is the breakdown of Clatsop County expenses for repairs made to Big Creek Bridge.

February 9 & 12, 1973 Payroll:	12½	hours @	3.88	48.50
May 11, 1973	23½	hours @	4.26	100.11
	11	hours @	4.37	48.07
Applicant owned 5-ton Roller	4	hours @	4.00	16.00
Sunset Crushed Rock Company 12 ton Ready Mix			@ 12.00	96.00
Guard Rail	104 lineal feet		@ 2.50	260.00
Guard Rail posts	8		@ 8.50	68.00
TOTAL COUNTY COSTS				$636.68

Yours truly,

John Dooley

John Dooley, Roadmaster

RECEIVED
COUNTY & CITY SECTION
SEP 17 1973
☑ ENGR. ☐ C.S.R. ☑ M.E. ☐ T.E. ☑ U.E.
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

To Vern Skoog
Att. Dett Jones

See FHWA final inspection report for this project Dated 7/12/73
HR

JD/jc

#7786

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

May 24, 1974

Salem, Oregon

FILE:

FROM: C. O. Fredrickson
REGION II ENGINEER

TO: H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT: Erosion Complaint
Barendse Property
Big Creek (Knappa) Bridge
Section
Clatsop County

On September 11, 1973 a copy of your letter to Mr. and Mrs. Clarence Barendse was forwarded to this office with the request that we follow up on this erosion complaint next spring and arrange to review the channel with the County. In line with this request Mr. Eldon Everton, District Engineer in Astoria reviewed the location on April 29, 1974 and took a series of pictures showing the conditions as they existed at that time. It would appear that no additional erosion of any consequence has taken place and that the stream bed in its present location is presently stable.

We are enclosing a series of pictures for you to review and would appreciate it if they were returned to this office when you are finished with them. Please advise us if you feel that any additional work on this complaint is necessary.

COF:lb

cc: Eldon Everton

5-27-74
Chuck

Document that review was made with county and that no additional work appears necessary. - Both county & Barendse should get copy of that letter. —

HSC

RECEIVED
MAY 28 1974
Office of
Assistant State Highway Engineer

5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

September 11, 1973

1786

To: F I L E

SUBJECT: Erosion Complaint
Barendse Property
Big Creek (Knappa) Bridge Section
Columbia River Highway
Clatsop County

106

Chronology of events involved with the subject project is as follows:

1. Flooding event which washed out right or easterly embankment at bridge, causing collapse of easterly span.

2. Flooding caused considerable erosion and sharpening of meander curves along stream, exposing and moving new gravels along streambed. An enormous amount of debris was deposited in the stream channel.

3. Debris deposits were removed from the stream for a distance of approximately 4 miles upstream from the bridge to the State fish hatchery.

4. Bridge contract was let and bridge construction begun. From information offered by involved personnel, a verbal agreement was made between Mr. Barendse and the contractor, allowing the contractor to use material from a gravel bar downstream from the bridge site to construct fill approaches for a temporary structure carrying traffic during construction. The contractor in return was to reshape the in-stream bank slopes with this material after the temporary structure was removed.

5. According to contractor and supported by a photograph in the possession of Al Rear, the contractor's representative, this shaping was performed as per agreement.

6. Bridge construction was completed in February, 1973. The end bents were not vertical abutments as I had originally thought, but were piling with concrete caps, protected with riprap on 1½:1 slope as an extension of the approach fills.

RECEIVED

SEP 11 1973

Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

7. Spring runoff occurred, which was not as large as the damaging flood runoff but was large enough to transport considerable gravels, large and small, forming new bars along the stream. One of these bars, a rather large one in relation to the size of the stream, was formed on the inside of a curve along the right bank just upstream from the bridge.

8. The gravel slope placed along the right bank just downstream of the bridge as per agreement was eroded away, and a riffle which had been downstream was shifted about 100 feet further downstream. Photographs taken by the Hydraulics Unit just after the flood and in August of this year indicate, in my opinion, that there has been no loss of vegetated bank along the easterly side as claimed by Mrs. Barendse, but that a deepening of the channel by about 1½ feet has occurred.

The deepening of the stream channel is the result of both natural action and our riprap slope protection. The stream is trying to attain an equilibrium after the flooding event. Removal of the debris deposits allowed the stream more freedom to seek a natural meander pattern which has become more acute because of the eroded banks on the outside of each curve; formation of gravel bars where there may have been none before is also to be expected. Upstream from the bridge the new meander pattern placed the stream currents more directly into the left (westerly) bank at a point just upstream of the approach slope. If the westerly bent had been a vertical abutment as before, there would probably have been no particular problem; however, the 1½:1 slope of riprap now encroaching out into the stream effectively formed a block at that point, resulting in the gravel bed load being deposited because of reduced velocities, forming the large bar now present. In building up this bar the level of the streambed was raised so that as the water topped the lower end of the bar to pass through the bridge opening, a scouring action occurred in the downstream channel because of the local increase in gradient. This action moved the riffle mentioned in 8 above further downstream, removed the slope improvement by the contractor, and lowered the streambed approximately 1½ feet.

Conclusions

It's possible that the stream has now reached equilibrium and will have very little movement in normal runoffs. Higher runoffs would cause more changes in the alignment and under present conditions (riprap slope at westerly end, gravel bar upstream, et cetera) would probably cause some actual bank loss on the Barendse property at the point in question. If something is to be done, I

would recommend that material from the gravel bar upstream be removed from the stream side of the bar and placed along the left (westerly) bank across the stream, shaped to provide a smooth alignment, and protected with Class 700 riprap. This would force the stream to stay in the center of the waterway area through the bridge, straightening out the path of the current so that it runs parallel to the easterly bank in place of the angle of impingement that it would now have at higher runoffs.

Richard L. Lenz
Hydraulics Engineer

RLL:mc

cc H. S. Coulter
Victor D. Wolfe
C. O. Fredrickson

September 10, 1973

Mr. and Mrs. Clarence Barendse
Route 4, Box 267
Astoria, OR 97103

Dear Mr. and Mrs. Barendse:

In response to your recent letters, a meeting was held August 7 at the site of the Big Creek Bridge. At that time, we investigated the condition of the stream bank and attempted to draw a correlation between the condition now and the condition as it existed prior to the construction. As you recall, we discussed this problem with you and representatives of Clatsop County and the Game Commission.

Based on these discussions and the on-site investigation, it is our opinion that the erosion which has occurred is due to natural alteration of the stream channel. We also believe that the condition of the stream bank was acceptable when the contractor completed his work. We can find no basis to require additional work by the contractor.

We are continuing our study of this problem. A factor that may have contributed to the alteration of the stream bed was the design of the channel under the bridge. The original bridge had a center pier which caused the water to flow down two sides. The new bridge does not have a center pier. This causes the water to occupy a channel directly under the bridge, the intention being that this would eliminate any debris problems in the vicinity of the bridge.

Everyone appeared to be in agreement that there was no immediate problem with respect to this channel. However, we will wait until after the fish runs are over at which time we will review the channel with the county. If any problems are indicated, we will consider what corrective work might be appropriate.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

HSC:ia

cc Hiram C. Johnson,
Clatsop County Commissioner

Harold M. Olsvick,
Clatsop County Engineer

Warren Knispel,
Oregon State Game Commission

Hamilton Construction Co.
2213 South "F" Street
Springfield, Oregon

bc F. B. Klaboe
A. E. Johnson
W. J. Hart
C. T. Keasey
Victor D. Wolfe
C. O. Fredrickson
E. L. Everton
Gareld Inlees

State Highway Department. Coulter w/file August 17, 1973

At the August 7th meeting at the Big Creek bridge site concerning our creek bank that was never put back in a sloping condition, I'd like to make a few comments.

We were offered, by a Highway representative, to have Hamilton Construction Company slope our bank, but that the salmon are spawning and equipment would not be allowed in the creek at this time. (We would not object to them doing this at a later date). He also stated that he felt the Construction Company completed their work satisfactorily. It sounds like double talk. First, the Construction Company argues that they didn't disturb our bank downstream from the bridge, then, in this August 7th meeting, Hamilton Construction has convinced the Highway department that they put the bank back in the original condition. If they didn't disturb it, as they have contended, why try to convince us that it was restored? When the job was completed, it would have been a small matter to have asked our approval as to how they left our property.

This controversy has been going on since last January, and my first letter to the Highway department was in April, which should have been sufficient time for review of the problem, and there wouldn't be an excuse that creek diversion caused our problem, or that equipment can't be used in the creek at this time.

We still feel that we should be entitled to have the creek bank sloped as it was when Hamilton Construction moved their equipment on our property.

Mr. and Mrs. Clarence Barendse
Rt 4 Box 267
Astoria Oregon 97103

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 9, 1973

TO H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

FROM C. O. Fredrickson
REGION ENGINEER

SUBJECT Big Creek -
Mr. & Mrs. Clarence Barendse Complaint

At approximately 11:30 a.m. on Tuesday, August 7, 1973 the following people met at the site of the Big Creek (Knappa) Bridge: Mr. and Mrs. Clarence Barendse; Al Rear of Hamilton Construction Company; Warren Knispel, Oregon State Game Commission; Harold Olsvick, Clatsop County Engineer; John Dooley, Clatsop County Roadmaster; Hiram Johnson, Clatsop County Commissioner; C. O. Fredrickson, Region Engineer, Oregon State Highway Department; Ted Litchfield, Region Operations Engineer, O.S.H.D.; Dick Lenz, Hydraulics Engineer, O.S.H.D.; Eldon Everton, District Engineer, O.S.H.D.; and Gareld Inloes, Resident Bridge Engineer, O.S.H.D. This meeting was called with regard to the complaint of Mr. and Mrs. Barendse on the condition in which the Contractor left the construction site of the subject structure. This complaint was covered by a letter from Mrs. Barendse addressed to the Oregon State Highway Division dated April 11, 1973, and another letter directed to H. S. Coulter dated July 9, 1973. Each of these letters had been forwarded to Hamilton Construction Company.

The site was reviewed on the ground by the O.S.H.D. personnel in attendance together with the personnel from the County and Hamilton Construction Company. A considerable number of pictures were available from Mr. Inloes, Resident Bridge Engineer on the project and a study of these pictures both before and after the construction was done indicated that the creek banks had been restored to an acceptable condition when the job was completed. A review of the site indicates that the channel is no longer following the path which it did directly after the completion of the bridge. It was our opinion that there was no negligence shown on the part of the Contractor in cleaning up and dressing up the site of his operations including the property owned by the Barendse's which he had utilized during his construction operation. It does appear however, that part of the gravel slope which was in existence prior to the reconstruction of the bridge located downstream from the bridge site has been removed by the erosive action of the stream.

RECEIVED
AUG 13 1973
Office of
Assistant State Highway Engineer

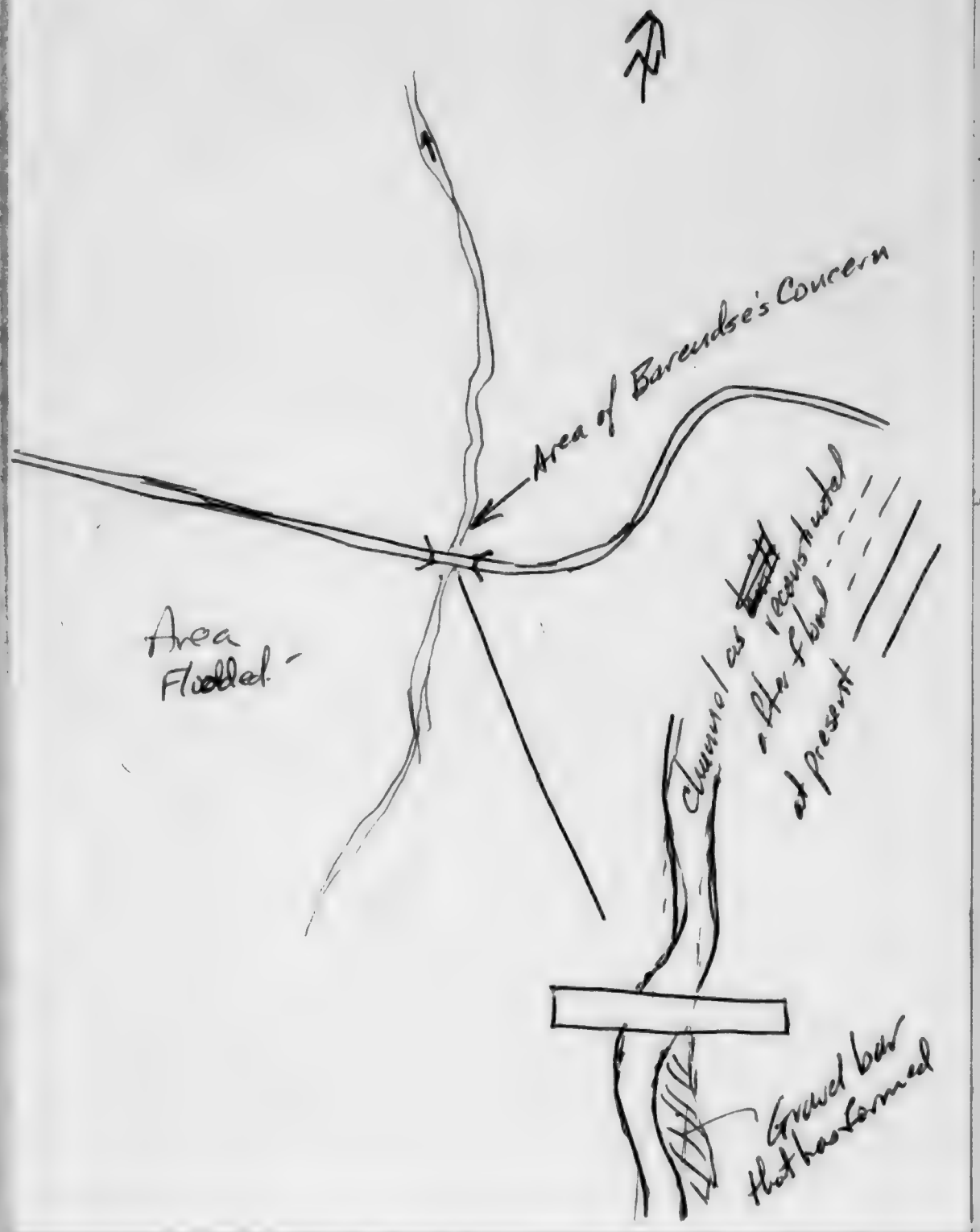
Our appraisal of the problem did not satisfy Mr. and Mrs. Barendse who feel that the Constractor should return to the site and reshape the banks in a condition similar to what the pictures indicated had been done prior to the nominal runoff which occured this spring.

It was my opinion that the Contractor had performed the project in accordance with his contractural agreement and that no additional work should be done by him.

Please advise this office if you wish this matter to be pursued further.

COF:lb

cc: Eldon Everton
Gareld Inloes


Area of Barendse's Concern
Area Flooded
Channel as it was vacuum dredged - after flood at present
Gravel bar that has formed

July 31, 1973

Mr. John Dooley
Clatsop County Roadmaster
Courthouse
Astoria, Oregon 97103

Re: OEP 319-10 (CL-7) P.L. 606
Big Creek (Knappa) Bridge Section
Old Columbia River Highway
Clatsop County

Dear Mr. Dooley:

Enclosed is a revised memo to the files for the work the County did on this project. The State will collect the $636.68 on behalf of the County and reimburse you this amount.

Please destroy the one dated July 27, 1973.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

EYCR ☑ ASST. ☑ OE ☐ AE ☑ LIE
LPE ☑ CE ☑ RE ☐ RPE ☐

7786

7786

MEMO TO THE FILES
July 30, 1973

RE: OEP 319-10 (CL-7) PL 606
Big Creek (Knappa) Bridge Section
Old Columbia River Highway
Clatsop County

To save much additional paper work on this project, the County and the Federal Highway Administration have requested that we include the costs incurred by Clatsop County for guardrail and surfacing expenses related to this project. The County has paid these costs and are requesting that we collect these expenses from OEP along with our expenses for this project and in turn reimburse them.

The County's costs for removal were $636.68.

E. S. Hunter
Assistant State Highway Engineer

HR:lat
cc: Finance Branch-Attn: Dett Jones
FHWA-Attn: Paul Reidl
Clatsop County-Attn: John Dooley
H. S. Cox

7786

cc: M. S. Cox
L. H. Young

7786

Mr. Harvey Latham, Administrator
Emergency Services Division
8 State Capitol
Salem, Oregon 97308

July 30, 1973

Attention: Mrs. Sandra Ekstrom

RE: Time Extension
OEP 319-10(CL-7) P.L. 606
Big Creek (Knappa) Bridge Section
Old Columbia River Highway
Clatsop County

Dear Mr. Latham:

The Oregon State Highway Division is requesting an extension of time for the completion of this project.

The structure portion of this project was completed on November 20, 1972, with the exception of two minor items not covered in the formal contract. These were the responsibility of Clatsop County and were as follows:

1. Place guardrail as on drawing #28304
2. Place 3/4" plant mix wearing surface on bridge

Due to weather conditions, these items had to be postponed until the spring of 1973. This information was furnished by S. P. McCarry, Federal Highway Administration representative's memorandum to files dated 3/21/73. A copy was furnished to OEP office.

We are requesting that the time limit be extended to May 11, 1973. This time extension was discussed with Mr. Ray Willman of OEP on May 22, 1973.

Your concurrence in this matter is requested.

Very truly yours,

F. B. Klaboe
Administrator and State Highway Engineer

By

E. S. Hunter
Assistant State Highway Engineer

HR:lat

O.E.P. 319-10
P.L. 606
Storm Damage to County Road Early in 1972

CLACKAMAS COUNTY -

Brightwood Br. - Final inspection Nov. 3, 1972.
Total Cost - $40,255.36

Dickie Prairie Br. - Final inspection Nov. 3, 1972
Cost - $18,660.96

CLATSOP COUNTY -

CL-7 Big Creek (Knapp) Br. - Final inspection July 12, 1973
Cost - $91,636.68

LINCOLN COUNTY -

Drift Creek - No contract
Eng. Cost - $4,039.05 Completed June 14, 1972

LINN COUNTY -

Bilyeu Creek (Camp Morrison Rd.) Br. - Final inspection January 9, 1973

Total Cost - $39,900.00

TILLAMOOK COUNTY -

East Beaver Creek (Park) Br. - Final inspection Jan. 4, 1973
Total Cost $70,523.18

HR:lat
7/26/73

Mr. John Dooley
County Roadmaster
P.O. Box 179
Astoria, Oregon 97103

July 30, 1973

RE: OEP 319 - OR-10 (Item CL-7)
Big Creek (Knappa) Bridge Section
Clatsop County

Dear Mr. Dooley:

From statements you have submitted to the Federal Highway Administration, you are requesting that the Oregon State Highway Division apply for $636.68 from OEP on your behalf for expenses the County incurred on this project.

Would you please submit a billing to us for this amount. This will give our Finance Branch the authority to reimburse you when we receive the money from OEP.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:lat

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

REPORT OF FINAL COMPLETED WORK INSPECTION

(Under Public Law 606, 91st Congress)

DISTRIBUTION - Send two completed copies to OEP regional office and one completed copy to State

TO:
OFFICE OF EMERGENCY PREPAREDNESS
REGION 10

cl-7

FROM (Agency and/or Bureau and Location)
Department of Transportation
Federal Highway Administration
Box 300
Salem, Oregon 97308

1. APPLICANT
Oregon State Highway Division, Item #1 Revised

2. DATE OF THIS REPORT
7/12/73

3. PROJECT APPLICATION NO.
OEP- 319 DR- 10(C-1)

4. DATE OF INITIAL DAMAGE SURVEY
4/11/73

5. ORIGINAL ESTIMATED COST
$90,000.00

6. WORK ACCOMPLISHED BY
[x] a. Contract [ ] b. Force Account

7. INSPECTION MADE BY (Names and titles of inspecting officials)
P.V. Riedl, Area Engr. FHWA; J. Dooley, County Roadmaster
G. Inloes, Res Engr. OSHD: H. Olsvick, County Engineer

8. a. DATE OF FINAL INSPECTION

b. IS ACTIVITY IN OPERATION?
[x] YES [ ] NO

9. WORK CATEGORY AND ITEM NO.(S). (Identify individual items of work per category which have been completed in accordance with the approved project application and the completion date for each.)

Category C
State work completed 11/20/72
County work completed 5/11/73

10. REMARKS (Explain all deviations or omissions from approved work. Use additional sheets if necessary)

See attachments

Final cost for State Highway Division contract work $91,000.00

Work performed by County for State $636.68

CERTIFICATION

THE ABOVE ITEM(S) IN THE PROJECT APPLICATION FOR THE CATEGORY OF WORK SHOWN HAS BEEN VISUALLY INSPECTED AND CERTIFICATION IS HEREBY MADE THAT THE WORK HAS BEEN COMPLETED AS APPROVED THEREIN, EXCEPT AS NOTED ABOVE.

STATE INSPECTING OFFICIAL (Signature and title)
P. V. Riedl, Area Engineer, FHWA — DATE 7/12/73

LOCAL INSPECTING OFFICIAL (Signature and title) — DATE

FEDERAL AGENCY CONCURRENCE

REVIEWING OFFICIAL (Signature)
Vernon V. Cusack — TITLE Assistant Division Engineer

NAME OF AGENCY (IF FEDERAL INSPECTOR NOT PRESENT DURING FINAL INSPECTION PLEASE EXPLAIN)
Federal Highway Administration — DATE 7/16/73

Form OEP 165
February 1971

GPO 915.596

Included are the final reports and data furnished by the Oregon State Highway Division covering the work performed by the contractor, Hamilton Construction Co., P.O. Box 658, Springfield, Oregon. Statements of overruns and underruns are included for review. The original estimate for this Item #1 revised - $90,000.00.

The final costs for the entire project was $91,636.68. This includes the work performed by County forces which consisted of placing the final portion of the Class "C" asphalt concrete and the guardrail on the ends of the structure. This work was the subject of our letter to Mr. Mayer of July 9, 1973. The final lift of AC paving was delayed until the spring of 1973 and it was determined to be more economical to have the County perform this small amount of work rather than retaining the contractor for that small amount of work. It is our policy to require guardrail at the ends of all structures; plan sheet #28304 shows that this rail is to be placed by others, in this case the County was instructed to perform the work. The cost breakdown for this work is shown on the attached Form OEP 74, sheet No. 5, submitted by Clatsop County. This was mischarged to Item #11, Category A, Debris Clearance (Corp of Engineers).

It is recommended that this work be approved for payment.

Attachments

SUMMARY OF DOCUMENTATION
IN SUPPORT OF AMOUNT CLAIMED
FROM THE OFFICE OF EMERGENCY PREPAREDNESS
FOR ELIGIBLE DISASTER WORK

APPLICANT CLATSOP COUNTY, OREGON

Project Application No. OEP

State

Applicant's Reference No. (Warrant, Voucher, Claim, or Schedule No.)	Delivery date of articles or performance of services	DOCUMENTATION List documentation (Applicant's payroll, material out of applicant's stock, applicant owned equipment and name of vendor or contractor) by category and line item in the approved project application and give a brief description of the articles or services	AMOUNT Line item in Approved Project Application Dollars	AMOUNT Applicant's Eligible Cost Dollars	Cents
SCH 1, 6138	1-11-72 to 1-18-72	Payroll			
		60 hrs. @ 4.22/hr		253	20
		13½ hrs. @ 4.40/hr		59	40
		122 3/4 hrs. @ 4.11/hr		504	50
		8 hrs. @ 4.06/hr		32	48
		27½ hrs. @ 3.90/hr		107	25
		146 hrs. @ 3.73/hr		544	58
SCH 2		Applicant owned equipment			
		Gradall 6 hrs. @ 12.90/hr		77	40
		6 yd. Dump Truck 40½ hrs. @ 3.90/hr		157	95
		Compressor 8 hrs. @ 3.00/hr		24	00
		Prentice Loader 8½ hrs. @ 6.80/hr		57	80
		D-4 Caterpillar 40 hrs. @ 5.00/hr		200	00
		Scoopmobile 40½ hrs. @ 5.00/hr		202	50
		6 c.y. 1½"-0" Crushed rock @ 4.50/cy		27	00
SR 7743	5-11-73	Sunset Crushed Rock Company			
		12 ton Ready mix @ 12.00/ton		96	000
SCH 1, 7638	5-11-73	Payroll			
		13½ hrs. @ 4.26/hr		57	51
		4 hrs. @ 4.37/hr		17	48
		5½ hrs. @ 3.88/hr		21	34
SCH 2		Applicant owned equipment			
		5-ton Roller 4 hrs. @ 4.00/hr		16	00
SCH 1, 6238	2-9 & 12, 197	Payroll			
		7 hrs. @ 3.88/hr		27	16
		10 hrs. @ 4.26/hr		42	60
		7 hrs. @ 4.37/hr		30	59
SR 7290		Guard Rail 104 lineal feet @ 2.50/ft	T.A.	260	00
SR 7296		Guard Rail Posts 8 @ 8.50 each	T.A.	68	00
			2,890	3,559	99

Corrected 5-11-73

Removed by Corrected Summary Sheet Dated 5-11-73 Attached Hereto.

OREGON STATE
HIGHWAY DIVISION
MATERIALS SECTION
SALEM, OREGON 97310

April 13, 1973

Mr. Glenn Green
Division Engineer
Federal Highway Administration
477 Cottage Street, NE
Salem, Oregon 97301

Dear Sir:

Big Creek (Knappa) Bridge
Project No. OEP 319-10(CL-1)
Contract No. 7786

This is to certify that:

1. All of the materials used on the above project were in reasonably close conformity to pertinent specification requirements of the contract as indicated by the test results obtained on job control samples. All of the materials were properly covered by samples tested and accepted in accordance with the State's established policies and procedures.

2. The results of the tests on record samples indicate that: (a) the materials incorporated in the construction work and the construction work controlled by sampling and testing such as slump and entrained air in Portland cement concrete, degree of compaction in embankment materials, base and surface courses, etc., were in reasonably close conformity to the approved plans and specifications, and (b) such results are reasonably representative of the materials incorporated in the work and of the construction work as shown by the results of job control sampling and testing.

Appropriate reports covering tests or certification as to conformity with specifications of materials used on the project are on file by project number in the State Laboratory at Salem, Oregon.

Very truly yours,

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:eb

STATEMENT OF OVERRUNS AND UNDERRUNS

Big Creek (Knappa) Bridge Section
Old Columbia River Highway
Clatsop County
Contact No. 7786
F.A. No. OEP 319-10(CL-7)

ITEM	ORIGINAL AMOUNT	SEMI-FINAL EST.	PERCENT
Contract Bid Items	$77,270.00	$82,605.80	+6.9%
Anticipated Items	2,200.00	1,424.85	-35.2%
Contingencies	3,576.15	4,860.65	+35.9%
Engineering	7,947.00	6,146.33	-22.7%
TOTAL CONTRACT COSTS:	$90,993.15	$90,476.98	-0.6%

$91,000.00

NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + OR -
	Temporary Protection & Direction Of Traffic	Lump Sum	100%	100%	0
	Toe Trench Excavation	Cu.Yd.	220.0	327.1	+48.7
		Origninal quantity under-estimated.			
	Aggregate Base	Cu.Yd.	70.0	80.0	+14.3
		Original quantity under-estimated.			
	Class "C" Asphalt Concrete	Sq.Yd	450.0	454.7	+1.0
	Loose Riprap Class 700	Cu.Yd.	640.0	1,316.6	+105.7
		Original estimate was too low to provide adequate protection.			
	Filter Blanket	Cu.Yd.	75.0	43.2	-42.4
		An existing retaining wall on west bank was left in place, eliminating the need for blanket on this side.			
	Bridge Removal Work	Lump Sum	100%	100%	0
	Structure Excavation	Cu.Yd.	25.0	0	-100.0
		None required due to placing riprap material to bottom of pilecap.			
	Furnish HP 12x35 Steel Piling	Lin Ft	640.0	640.0	0
	Drive Steel Piles	Each	16.0	16.0	0
	Splece Steel Piles	Each	4.0	0	-100.0
		None required.			
	Class A Concrete	Lump Sum	100%	100%	0
	4 x 105' Prestressed Box Beams	Only	6.0	6.0	0
	Reinforeement	Lump Sum	100%	100%	0
	Metal Rail	Lin Ft	225.0	225.0	0

OVERRUNS AND UNDERRUNS
CONTRACT NO. 7786

ITEM NO.	DESCRIPTION	UNIT	ORIGINAL QUANTITY	FINAL QUANTITY	PER + O
PRICE AGREEMENTS					
1.	Correct Alignment of Batter Piling	Lump Sum	$300.00	$300.00	
EXTRA WORK ORDERS					
1.	Remove Log Jam & Debris	Force Account	$2,000.00	$1,424.85	-2
STATE FORCE ORDERS					
1.	Pick-Up Pile Cut-Offs	$	$200.00	*	
	* Bill not received as of 12-15-72.				
ENGINEERING		$	$7,947.00	$6,146.33	-2

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

REPORT OF FINAL COMPLETED WORK INSPECTION

(Under Public Law 606, 91st Congress)

DISTRIBUTION - Send two completed copies to OEP regional office and one completed copy to State

TO:	FROM (Agency and/or Bureau and Location)
OFFICE OF EMERGENCY PREPAREDNESS REGION 10	Department of Transportation Federal Highway Administration Box 300 Salem, Oregon 97308

1. APPLICANT	2. DATE OF THIS REPORT
Clatsop County (Item No. *see below)	7/10/73

3. PROJECT APPLICATION NO.	4. DATE OF INITIAL DAMAGE SURVEY	5. ORIGINAL ESTIMATED COST	6. WORK ACCOMPLISHED BY
OEP- 319 DR- 31	1/27/72	See below	☐ a. Contract ☒ b. Force Account

7. INSPECTION MADE BY (Names and titles of inspecting officials)	8. a. DATE OF FINAL INSPECTION b. IS ACTIVITY IN OPERATION?
PV Riedl, Area Engr., Hal Reynoldson, County-City, OSHD John Dooley, County Roadmaster, H. Olsvick, County Engineer	☐ YES ☒ NO

9. WORK CATEGORY AND ITEM NO.(S). (Identify individual items of work per category which have been completed in accordance with the approved project application and the completion date for each.)

Item 6	Category C, original estimate	$ 8,406.00
	Amendment 1	14,005.60
	Amendment 2	27,243.55
	TOTAL	$49,655.15

Completion date 5/11/73

10. REMARKS (Explain all deviations or omissions from approved work. Use additional sheets if necessary)

The temporary work on this section was repaired on an emergency basis under Item 6, Category C. The plan for permanent restoration was studied and evaluated for a period of time (see our letter to Mr. Mayer of August 7, 1972). The amendment to Item 6 was submitted at that time. Permanent restoration was set up under Item 6, Amendment #2. All work on this section of roadway was completed on 5/4/73.

The final costs for the temporary and permanent work is $35,559.01.

The underrun consisting of $14,000+ was primarily due to the over estimating of hours necessary to open the creek channel at the toe of the slide and the time estimated to place the slope protection in the slide area.

The county performed the temporary emergency work and hired on a force account basis for the remaining permanent work to be performed.

(more)

CERTIFICATION

THE ABOVE ITEM(S) IN THE PROJECT APPLICATION FOR THE CATEGORY OF WORK SHOWN HAS BEEN VISUALLY INSPECTED AND CERTIFICATION IS HEREBY MADE THAT THE WORK HAS BEEN COMPLETED AS APPROVED THEREIN, EXCEPT AS NOTED ABOVE.

STATE INSPECTING OFFICIAL (Signature and title)	DATE
P. V. Riedl, Area Engineer, FHWA P. V. Riedl	7/11/73
LOCAL INSPECTING OFFICIAL (Signature and title)	DATE

FEDERAL AGENCY CONCURRENCE

REVIEWING OFFICIAL (Signature)	TITLE
Vernon V. Cusack Vernon V. Cusack	Assistant Division Engineer
NAME OF AGENCY (IF FEDERAL INSPECTOR NOT PRESENT DURING FINAL INSPECTION PLEASE EXPLAIN)	DATE
Federal Highway Administration	7-16-73

This section is considered to be satisfactorily completed and the county should be commended for the manner in which the work and the administration of this repair was handled. A considerable savings was made over the first proposed repair and also from the submitted estimate. The repair should afford a very satisfactory facility for the traffic on this route.

(Copies of photos attached to Division office copy)

7786

5

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

July 11, 1973

Mr. and Mrs. Clarence Barendse
Route 4 Box 267
Astoria, Oregon 97103

Subject: Creek Bank Erosion Problem
Big Creek (Knappa) Bridge Section
Old Columbia River Highway
Clatsop County
Contract #~~7789~~ #7786
Prefix 4-7982

Your letter dated July 9, 1973 to Mr. H. S. Coulter has been referred to this office for reply.

Your letter dated April 11, 1973 concerning the creek bank erosion problem was referred by our letter of May 8, 1973 to the Hamilton Construction Company, who we asked to discuss the matter with you and arrange for a satisfactory solution to the problem.

By copy of this letter, I am requesting Hamilton Construction Company to contact you as soon as possible and bring this matter to a close.

I am sorry if you have been inconvenienced by this delay.

Yours very truly,

T. W. Litchfield
REGIONAL OPERATIONS ENGINEER

TWL/lt

cc: Hamilton Construction Company
Clatsop County
Attn: Harold Olsvick, County Engineer

bc: H. S. Coulter
E. L. Everton
Gareld Inlows

July 9, 1973

N. S. Coulter

We have a letter from your office, dated April 13, in which you state that my letter about our creek bank property has been referred to C. O. Fredrickson for investigation. It will soon be 3 months from that date and we have heard nothing. We would appreciate it if you would check to see if he is still investigating.

Mr. and Mrs. Clarence Barendse
Route 4 Box 267
Astoria, Oregon 97103

RECEIVED
JUL 11 1973
Office of

1-11-73
cy Litchfield
wide banks
& report

PL 606
Clatsop Co

Box 300
Salem OR 97308

July 9, 1973

Mr. William H. Mayer, Regional Director
Room M-16, Arcade Building
1319 Second Avenue
Seattle, Washington 98101

10-35-DB/409.2 DR-10

Attention: Mr. Ray Willman, Disaster Coordinator

Dear Mr. Mayer:

Subject: Time Extension for Disaster OEP-319-DR-10
Oregon State Highway Division
Presidential Declaration 1/21/72
Federal Highway Administration
Item 1 Revised, Big Creek Bridge

The subject bridge was completed on November 20, 1972 with the exception of a few minor items not covered in the formal contract. The items listed below were to be completed by others (Clatsop County):

1. Clean up debris not covered in contract.
2. Place guardrail per drawing 28304.
3. Place 3/4" plant mix wearing surface on bridge.

Due to weather conditions items 2 and 3 had to be postponed until the spring of 1973. This information was furnished by J. P. McGarry, FHWA Representative's memorandum to the files dated 3/21/73, a copy of which was furnished to your office.

We therefore request your approval to extend the completion date under Item 1 (revised) to May 11, 1973. This time extension was discussed with Mr. Ray Willman on May 22, 1973.

Sincerely yours,

Original Signed By
VERNON V. CUSACK
Assistant Division Engineer

G. L. Green
Division Engineer

cc: Region (10-00.53)
Roadmaster, Astoria, Oregon
H. Latham, Emergency Services Division
OSHD (County-City)
J. P. McGarry

RECEIVED
COUNTY & CITY SECTION
JUL 10 1973
ENGR. COOR. AE HE
UPE CE RE RPE

7786

OREGON STATE
HIGHWAY DIVISION

Region 2
2960 East Salem Highway Building
Salem, Oregon 97310

May 8, 1973

Hamilton Construction Company
2213 South "F" Street
Springfield, Oregon

Attention: Bill Peckham

Re: Barendse Complaint
Creek Bank Problem

Dear Bill:

We are enclosing a copy of a letter from Mr. and Mrs. Clarence Barendse regarding a Creek Bank erosion problem adjacent to an area used by your company in the construction of a bridge over Big Creek on old Highway 30. This problem has been looked at by our Resident Engineer, Mr. Inloes and by our District Engineer, Mr. Everton. Mr. Everton has submitted a report on the complaint to this office.

In substance, Mr. Everton's report states that you did remove some rock from the bank along the private property and that possibly you did not leave the slope of the bank exactly as it was prior to beginning work along the private property. It would be appreciated if you would contact these people and advise this office of what arrangements have been made with them and if they are satisfied that the work has been complete.

Very truly yours,

ORIGINAL SIGNED BY
C. O. FREDRICKSON

C. O. Fredrickson
REGIONAL ENGINEER

COF/de
cc: H. S. Coulter

5-9-73
cj Johnson

RECEIVED
MAY 9 1973
Office of
Assistant State Highway Engineer

7786

April 13, 1973

Mr. and Mrs. Clarence Barendse
Route 4, Box 267
Astoria, OR 97103

#7786

Dear Mr. and Mrs. Barendse:

We have your letter of April 11 concerning the creek bank near your property.

Your letter has been referred to our Regional Engineer in Salem, Mr. C. O. Fredrickson, for an investigation of the problem. You will be advised of the results of the investigation.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

HSC:ia

bc F. B. Klaboe
A. E. Johnson
C. O. Fredrickson -- Please follow up.

Mr. & Mrs. Clarence Barstow
Route 4 Box 267
Astoria, Oregon 97103
April 11, 1973

State Highway Department;

I'm not certain as to where I should take my complaint, but I'll try the Highway department and if it isn't the place maybe you can tell me who to take my complaint to.

Last year, Hamilton Construction Company of Springfield won a bid to put in a bridge over Big Creek, in Clatsop County, on old Highway 30. The bridge had washed out during high water in January 1972.

We own property North of the bridge, and a representative of Hamilton Construction asked our permission to use our property during construction of this bridge. They also wanted to use some of the rock from our creek bank. We gave our permission if they would return the creek banks to their sloping condition.

The job has been completed for some time now, and the creek bank next to the bridge has been returned to it's sloping condition - looks fine. But farther downstream where their machinery had dug into the sloping creek bank, it was left not sloped. The current from the stream is eating

into this bank [illegible] being the condition
worse.

I have written a couple letters of complaint. One was answered by the Superintendent who sent 'before' and 'after' pictures of the area next to the bridge. The complaint is further downstream where they took rock then left it all 'chewed up.' The last letter was written to Harry Hamilton, President, and was not answered.

There certainly must be some recourse for us without having to take the matter to our attorney. Can you help in any way?

Yours truly,

Mr. and Mrs. Clarence Saunders

RECEIVED
STATE HWY ENGR
APR 12 '73
REFER TO
Coulter Acknowledge
FOR
THA
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
JAN 1[illegible]
[illegible]ILING

7786

January 17, 1973

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On January 16, 1973, we wrote to you concerning release of final payment on Contract No. 7786 awarded to Hamilton Construction Company for the Big Creek (Knapp) Bridge on the Old Columbia River Highway in Clatsop County.

Final payment on this contract is $4,145.29 and the total contract amount is $84,327.90 including $1,422.10 for work performed under force account.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc Hamilton Construction Company
P. O. Box 638
Springfield, Oregon 97477

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Hosmer
J. B. Boyd

RECEIVED
JAN 15 1973
FOR FILING

7786

January 11, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7786 Work Completed November 20, 1972

Project Big Creek (Knappa) Bridge

Highway Old Columbia River County Clatsop

Type of Work Structure

Contractor Hamilton Construction Co.

Recommended Acceptance Date January 10, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 23, 1973 for your formal concurrence.

VG:dqk

cc: C. W. Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

#7786 C C 5

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Big Creek (Knappa) Bridge		WEEK ENDING: November 24, 1972
		SECTION PREFIX: 4-7982-04
HIGHWAY: Old Columbia River Hwy.		COUNTY: Clatsop
NAME OF JOB: Big Creek (Knappa) Bridge	KIND OF WORK: Grading and Structure	
CONTRACTOR: HamiltonConstruction Co.	CONTRACT NUMBER: 7786	FEDERAL AID PROJECT NUMBER: OEP-319-10 (CI-7)
DATE OF CONTRACT: August 8, 1972	DATE WORK STARTED: August 23, 1972	ESTIMATED COMPLETION DATE: November 20, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION 1	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS 120	WORK DAYS USED: CALENDAR DAYS USED 91
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 75
PROJECT AUTHORIZATION: $ 90,993.15		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 90,993.15	ENGINEERING AUTHORIZATION $ 7,947.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 83,046.15	ENGINEERING COST TO DATE $ 5,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN UNDERRUN — %	PERCENT OF AUTHORIZATION 69 %	DATE PROJECT WAS COMPLETED: November 20, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.1				
MILES PARTIALLY COMPLETED	0.1				
MILES COMPLETED	0.1				
TOTAL ESTIMATED QUANTITIES (CONTRACT)		70 Cu.Yds.			450 Sq.Yds.
TOTAL QUANTITIES CORRECTED TO DATE		90 Cu.Yds.			410 Sq.Yds.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		90 Cu.Yds.			410 Sq.Yds.
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY Bridge 1					
HOURS PER SHIFT 8					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	186A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 19	Partly Cloudy	1		
MONDAY 20	Partly Cloudy	1		
TUESDAY 21		0		Job Completed
WEDNESDAY 22				
THURSDAY 23				
FRIDAY 24				
SATURDAY 18				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

19 SUNDAY	No Work.
20 MONDAY	Completed endpost installation. Job complete.
21 TUESDAY	Final inspection was made today, those present were: Paul Riedl, FHWA Harold Olsvick, County Engineer Jack Davis Gareld Inloes Gerald Wimer Bill Peckham, Hamilton Construction Bob Lauderbaugh, Hamilton Construction
22 WEDNESDAY	
23 THURSDAY	
24 FRIDAY	
18 SATURDAY	Rain

REMARKS

Final inspection was given the project Tuesday, November 21, 1972 and was accepted by all present.

SIGNED Gareld Inloes LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

21-1982-97.5

DEC 27 1972

FOR FILE

1786

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

November 22, 1972

Mr. Gary Inloes
Resident Bridge Engineer
P. O. Box 110A
Astoria, Oregon 97103

Dear Mr. Inloes:

The Big Creek "Knappa Bridge" Bridge as constructed by Hamilton Construction Co., Contract #7786, has been completed to our satisfaction.

Sincerely Yours,

H. M. Olsvick

H. M. OLSVICK,
County Engineer

HMO/jc

cc: Programming
Construction
County - City
Secretary

NOTED
C. W. HEAD

P.C. 606

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

Project Name Big Creek (Knappa) Bridge Contract No. 7786

Highway Old Columbia River Highway 11-15-72 Prefix No. 4-7982-04

County Clatsop F.A. No. OEP 319-10(CL-1)

Final inspection made on 11-21-72 By Gerald Wimer

in company with Paul Riedl, Jack Davis, Gary Inloes, Harold Olsvick, Bill Peckham, and Bob Lauderbaugh

CHECK LIST

Date			
11-20-72	Construction signs removed	still closed	Opened to traffic
was none	Salem Office notified to rescind construction speed zone	with semi final	Regional Materials Certification submitted
11-20-72	Contractor removed equipment from project		
11-20-72	Roadside cleanup completed		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Good looking bridge. Paving meets specifications but may need sealing by County, also guardrail by County Work Order direct with OEP.

County letter of acceptance to follow.

RECEIVED
COUNTY & CITY SECTION
NOV 24 1972
ENGR. COOR. OE AE UE
UPE CE RE RPE

All contract work on this project has been completed and recommendation is made for acceptance on 11-20-72. The semi-final estimate will be submitted about 11-15-72.

cc: Const. Engineer - C. T. Keasey
Bridge Engineer - W. Hart
Maint. Engineer - R.N. Bothman
Co.-City Eng. - H. S. Cox
Reg. Engineer - J. B. Boyd
Res. Engineer - Gary Inloes
Dist.Engineer - Eldon Everton

Copies sent to all named _____

(Signed) Reg. Const. Engr. (Title)

RECEIVED
SEP 11 1972
FOR FILE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 7, 1972

TO Memorandum to the File

FROM R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

SUBJECT Big Creek Bridge Section
FAS 756
Clatsop County
Bridge No. 11142B
Game Commission Limitation on Construction

The Division of State Lands review comments on the subject project included the statement "The project shall be completed prior to the increased fall flows". After checking with the Division of State Lands, I found that the comment came to them from the State Game Commission.

Today I called the State Game Commission and discussed the intent of the statement with Mr. Charles Campbell. I reminded him that we have another project in progress approximately one-half mile downstream from the subject project, on which the Game Commission expressed no objections providing the work in the stream is done behind earth berms or sheet pile walls. I suggested that the subject project be handled under the same restrictions because of the proximity of the two projects.

Mr. Campbell expressed his concern for water quality, and the anticipated fall chinook and steelhead runs. He stated his inquiries to his field personnel revealed that work is being accomplished on the downstream project in a satisfactory manner. Because of this he agrees that the same restrictions for the subject project will satisfy the intent of his comments to the Division of State Lands.

RWE/ag
cc Mr. Charles Campbell, State Game Commission
Mr. Burt Carnegie, State Fish Commission
~~A. E. Johnson~~
Frank Hall
C. G. Swenson
A. A. Rear
L. L. Wallace
J. B. Boyd
G. Inloes

RECEIVED
SEP 8 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7786

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO C. L. Green, Acting Division Engineer
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE August 29, 1972

Federal-aid Project
No. OEP-319-10(CL-1)

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Notification Contract Work Started**

Contract 7736 Work Started August 25, 1972

Project Big Creek (Knappa) Bridge

Highway Old Columbia River

County Clatsop

VG:kds

RECEIVED

FOR FILING

7786

5

Salem, Oregon

August 10, 1972

Carold Inlow, Resident Engineer

ORIGINAL SIGNED BY
H. YOUNG

L. H. Young, Programing Engineer
Contract 7786
(Bid Item 9)
(Furnish Steel Piling)

Please note this bid item has been set up for both participating and nonparticipating quantities.

The extent of FHWA participation will be only the piling length actually incorporated in the work. The difference between the total order length and the length actually incorporated in the work will be nonparticipating.

PAY ESTIMATE PROCEDURE (Bid Item 9)

Prior to Semifinal Submission

1. On progress estimates enter all quantities as participating.

Semifinal Estimate

1. Adjust the participating quantity to the total length actually incorporated in the work.

2. Enter the difference (order length - length actually incorporated in the work) as nonparticipating.

A tabulation of the piling actually incorporated in the work should be submitted with the semifinal data.

VG:kds

cc: A. E. Johnson
W. J. Hart
J. B. Boyd

PL 606
Clatsop Co

Box 300
Salem OR 97308

August 7, 1972

10-35-DB/409.2

Mr. William H. Mayer, Regional Director
Room M-16, Arcade Building
1319 Second Avenue
Seattle WA 98101

Attention: Mr. Ray Willman

Dear Mr. Mayer:

Subject: Disaster Contract OEP-319-DR
State of Oregon
Presidential Declaration 1/21/72
Federal Highway Administration
Item 6, Clifton Road - Clatsop County

The damage survey report for Clatsop County for work under Category "C," Item No. 6, on the Clifton Road, dated 1/27/72, covered the damage at three locations: MP 1.1, MP 2.3, and MP 2.5. The repair consisted of culvert and embankment replacement, slide and debris removal, and surfacing and oiling.

The original review indicated that an extensive repair could not be justified and minor work would afford an adequate facility. The location previously in question was the fill slide at MP 2.3. It was felt that moving into the hill at that location with a minor amount of excavation with a culvert in the ditch and filling this area would adequately carry traffic into the Clifton - Bradwood area. Thus, a total of $8,406.00 was recommended for this roadway. This repair would afford approximately 12 to 14 feet of width for one-way traffic on an otherwise 20-foot roadbed.

Clatsop County has indicated they would need full width for the Clifton Road and have furnished an economic justification for a continuous 20-foot roadbed. (See attached.)

(more)

A complete reanalysis has been made and all the alternates have been reviewed. It was decided to continue with the same alinement and replace the embankment at MP 2.3.

The County and the State Highway personnel have periodically reviewed the damaged area and have just found that the channel located below the roadbed was plugged when the fill slid out and has created a damming situation causing some homes in the community of Bradwood to periodically flood. These people had not informed anyone of this situation until last week. As this would be considered under the emergency clause of Public Law 606, it is our recommendation that the channel be immediately opened and the work be performed by Clatsop County under an amended Damage Survey Report Item No. 6. This report shows an estimated total of $14,005.60 for equipment and operators to perform the channel repair work. The County will perform this work on an equipment-rental basis.

With this work being performed outside of the existing County right of way, a determination of the eligibility is necessary. We have considered this requirement and find the applicant meets the necessary criteria:

1. The work is directly related to the overall protection of the roadway.

2. The slide from County right of way is a direct cause of the flooding in the community of Bradwood.

3. The work is not eligible for funds from another agency. (The Fish Commission has no interest in the stream as it is not a fishing or spawning stream.)

4. The applicant agrees to accept the future maintenance of all the work performed.

The remainder of the work on the Clifton Road will be performed on a permanent-repair basis with information furnished on a subsequent damage survey report as soon as an agreed corrective repair is made with the Oregon State Highway Division.

Due to the type and magnitude of the repair, the Oregon State Highway Division, by agreement with Clatsop County, will be the

(more)

applicant. The recommendation for approval for this permanent restoration will be forwarded for your concurrence.

A revised damage survey report on the Vesper Slide, listed as Item No. 3 in Clatsop County's application, has also been prepared. Following the original submission, the County requested the Oregon State Highway Division to take over this section and make the geological investigation and place the repair work under contract. Thus, they (the Oregon State Highway Division) in turn would become the applicant. Following the State's investigation, it was found that an extensive corrective repair would not be necessary and the County could perform the work on an equipment-rental basis. This revision should replace the original report in order to increase the total estimated cost as shown in Damage Survey Report No. 3, revised.

Sincerely yours,
Original Signed By
G. L. GREEN
Acting Division Engineer
G. L. Green
Acting Division Engineer

cc:
OSHD (County-City Section)
Emergency Services Division (Harvey L. Latham)
Region (10-00.331)
Clatsop County

PVRiedl:pk

RECEIVED
AUG 1 - 1972

FOR FILING

7786

MISC. CONTRACTS and
AGREEMENTS No. 4546

July 31, 1972

Board of County Commissioners
Clatsop County
Courthouse
Astoria, Oregon 97103

Attention: Mary May
County Clerk

OSP-319-10

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Big Creek (Knappa) Bridge on the Old Columbia River Highway in Clatsop County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Attachment

bc H. S. Cox (Agree. att.)

RECEIVED
JUL 28 1972

FOR FILING

7786

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE July 28, 1972

TO Memo to the File

FROM R. D. Asburry
R. D. Asburry
Assistant Programing Engineer

SUBJECT Big Creek (Knappa) Bridge Section
Clatsop County

The subject section is a proposed contract to be let for repairs of storm damage under P.L. 606.

Bids for this project were opened on July 27, with the low bidder being 21.1 percent over the engineer's estimate. Since payment for this work is under the jurisdiction of the OEP, Sandra Ekstrom of the Emergency Services Division was contacted, and concurrence requested for the awarding of this contract.

The figures supplied to Emergency Services Division are as follows:

Contract Amount	$77,270.00
Anticipated Items	2,200.00
	$79,470.00
Engr. & Cont. (14 1/2%)	11,523.15
Total	$90,993.15

Ms. Ekstrom contacted the OEP in Seattle and later gave this office their concurrence for the awarding of this contract at the above amount.

RDA:dg

cc F. B. Klaboe
E. S. Hunter
L. H. Young
H. S. Cox

Sandra Ekstrom
Emergency Services Division

P.L.606

Copy :. John Oakes
C G Swenson
R N Chase
J. B Boyd.

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

July 13 - 72

Attention: County and City Section

SUBJECT: Federal Aid Project No. O.E.P. 319-10 P.L. 606

Highway No. Old Columbia River Highway

Project Name Big Creek (Knappa) Bridge

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☒ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Astoria, Oregon,

this 13 day of July, 1972.

Clatsop County

Chairman

Commissioner

Commissioner

RECEIVED
COUNTY & CITY SECTION
JUL 14 1972
☑ ENGR. ☑ COOR. ☐ ☐ LE ☐ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

(5/12/70)

FOR FILING
776
EK-273(1)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 30, 1972

TO Memorandum to the File

FROM R. W. Ellison
Bridge Administration Engineer

ORIGINAL SIGNED
R.W. ELLISON

NOTED
A. E. JOHNSON

SUBJECT Big Creek (Knappa) Bridge Section
County Road (Old Columbia River Hwy.)
Clatsop County, Bridge 186A
Game Commission Limitation on Construction

I called Mr. Koski of the Oregon State Game Commission today relative to the limitation to construction of the subject project as indicated in his letter of June 27, 1972.

I informed him that his request that "any work within the stream should be completed prior to August 20 when the fall chinook run is expected" would preclude construction of the project this year unless modified.

I advised him that Mr. Carnegie of the Oregon State Fish Commission indicated that he had no objections to the project "providing the work is done so that stream water quality and fish passage are maintained". I asked Mr. Koski if he could see his way clear to modify his requirements to be about the same as Mr. Carnegie's with the understanding that we would have the contractor perform any work in the stream behind earth berms or sheet pile walls. He indicated he did not want to stop this project and that he will be satisfied with the restrictions imposed by Mr. Carnegie.

He told me that the Game Commission has purchased 1,500 feet of frontage on the east bank of Big Creek extending to the present Columbia River Highway and that the Game Commission would probably allow the contractor to use this land for a staging area upon request. It is the Game Commission's thought that a contractor using the area would rough-in an access road and leave it in place for future development of the property. Mr. Mel Cummings in the Game Commission's Portland office (telephone 229-5446) should be contacted regarding this matter.

RWE:ag:dh
cc A. E. Johnson
C. G. Swenson
F. Hall
A. A. Rear
L. L. Wallace
J. B. Boyd
G. Inloes

ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ ☐

June 29, 1972

Mr. John Dooley
County Roadmaster
Courthouse
Astoria, Oregon 97103

RE: January 1972 Storm Damage
Big Creek (Knappa) Bridge Section
Old Columbia River Highway
P.L. 606 O.E.P. 319-10

Dear Mr. Dooley:

The map accompanying this letter shows the location of the subject bridge.

The limits of the easement area needed to remove the debris and placing the riprap are outlined in red. This is the only additional right-of-way needed for this project. Would you please secure these easements.

Then after you have these easements, would you complete the two enclosed right-of-way certificates and return one to this office. So we can get this project on the August bid opening, we must have this right-of-way certificate returned to us no later than July 27.

Very truly yours,

George M. Baldwin
Administrator of Highways

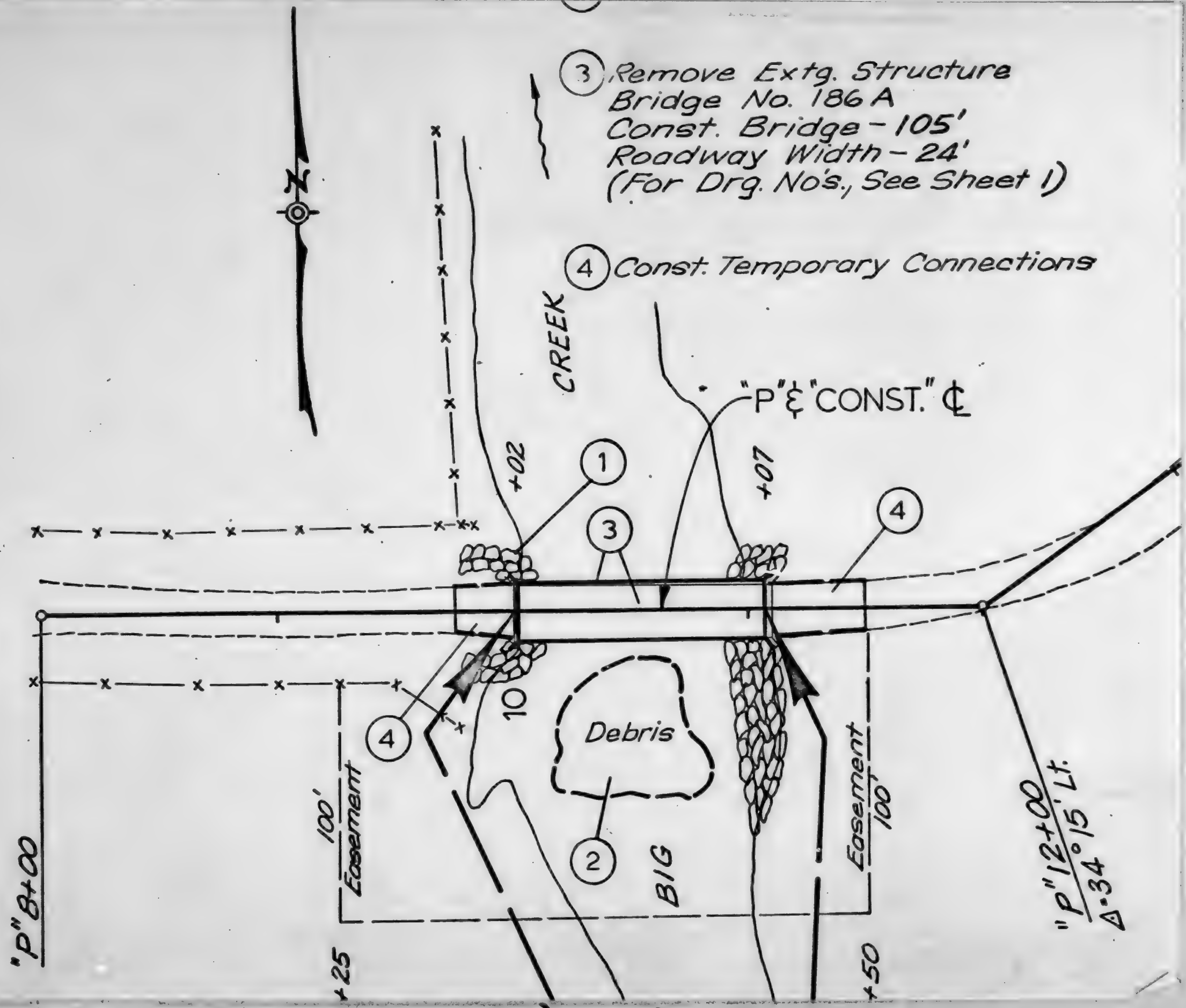
By

H. S. Cox
County and City Engineer

HR:lat
Encl.

(3) Remove Extg. Structure
Bridge No. 186 A
Const. Bridge - 105'
Roadway Width - 24'
(For Drg. No's., See Sheet 1)

(4) Const. Temporary Connections



6'x12' Conc. Box.

LOT 4

LOT 1

Little Creek

Logging Rd

Otis Johnson Rd.

1245.65 LINKS
1244.93 AC

18 17
19 20

C.J. & C.D. Barendse

Heirs of Waterhouse
73-322

T. & O. Hoskins
104-261

Heirs of John Waterhouse
73-322

C & M. Hagglund
181-351

Mary Sarich
149-304

N 86°56'E

F. M. Johnson

L & C. Severson

Elmer Gould

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

RECEIVED
JUN 28 1972
DESIGN SECTION

June 27, 1972

cc's sent 6-29-72:

E. S. Hunter
L. H. Young
W. J. Hart (4)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (4)
J. B. Boyd (8)

JUN 29 19..
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

We are replying to your letter of June 8, 1972, requesting our comments on the following proposed projects:

1. North Santiam River (Green's) Bridge Section
   FAS 126, Linn County

2. Big Creek (Knappa) Bridge Section
   County Road (Old Columbia R. Hwy.), Clatsop County

3. Bilyeu Creek (Camp Merrison) Bridge Section
   County Road 830, Linn County

NOTED
E. S. HUNTER

4. Champoeg State Park
   Bicycle Trail, Marion County

We can foresee no problems on these projects as long as water quality is maintained. On the Big Creek Bridge Section, any work within the stream should be completed prior to August 20, when the fall chinook run is expected.

The projects are approved.

Very truly yours,

R. O. Koski
Fishery Staff Specialist

cc: Dir. FCO

FISH
COMMISSION
7786
OFFICE OF THE DIRECTOR
307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

cc's sent 6/16/72:
E. S. Hunter
L. H. Young
W. J. Hart (4)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (4)
I. R. Boyd (8)

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
EDW. G. HUFFSCHMIDT
Vice Chairman
McKEE A. SMITH
Member

June 14, 1972

Mr. George M. Baldwin
Highway Division
Highway Building
Salem, Oregon 97310

Attention Frank Hall

Dear Mr. Baldwin:

The following proposed projects transmitted to us by your letter dated June 8, 1972 have been reviewed.

1. North Santiam River (Green's) Bridge Section
   FAS 126
   Linn County

2. Big Creek (Knappa) Bridge Section
   County Road (Old Columbia River Hwy.)
   Clatsop County

3. Bilyeu Creek (Camp Morrison) Bridge Section
   County Road 830
   Linn County

4. Champoeg State Park
   Bicycle Trail
   Marion County

We anticipate no fishery conflicts providing the work is done so that stream water quality and fish passage are maintained. Also, we recommend the construction be scheduled during low water period.

NOTED
E. S. HUNTER

Your consideration will be appreciated.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc OGC

RECEIVED
JUN 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER
DESIGN
SECTION

RECEIVED
APR 27 1972
FOR FILING
7286

April 27, 1972

Mr. Harvey Latham, Administrator
Division of Emergency Services
21 State Capitol Building
Salem, Oregon 97310

Attn: Mrs. Sandra Ekstrom

Re: January, 1972 Storm Damage
Project Application Revision
Public Law 606
O.E.P. 319-10, Item #1
Clatsop County

Dear Mr. Latham:

Attached are five copies of a revised damage survey report of the Big Creek Bridge Section in Clatsop County.

The first damage report on this section was submitted to you along with the project application on March 27, 1972.

This revised report indicates that the bridge needs to be replaced, not repaired, as stated on the original submission.

Would you please forward this revised damage survey report to the Office of Emergency Preparedness for approval.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

HR:ljt
Att.

cc: H. S. Cox

ER-606
Umatilla Co

Box 300
Salem OR 97308

April 25, 1972

10-35-EC/409.2

Mr. Creath A. Tooley, Regional Director
Office of Emergency Preparedness
Room M-16, Arcade Building
1319 Second Avenue
Seattle, WA 98101

RECEIVED
COUNTY & CITY SECTION
APR 27 1972
EMER. GOOD. BE AE BE
BPE GE RE BPE

Dear Mr. Tooley:

Subject: Disaster Contract OEP-319-DR
Oregon State Highway Division
Presidential Declaration 1/21/72
Federal Highway Administration
Item No. 1, Big Creek Bridge

Attached is the original and one copy of a revised damage survey report for the Big Creek Bridge repair.

The initial damage survey was made on this structure in January when the water was high and obvious damage was noted. The State was requested by the County to perform engineering services for the replacement of the east span. When State crews surveyed the remaining portion of the structure they found the upstream side of the bridge deck over the center bent was down 0.17' below where it was supposed to be. To make sure scour was not a problem, further site investigation was deemed necessary and on April 11 Mr. Rear and Mr. Pillsbury reinspected the bridge.

The original plans show the bottom of the center bent at elevation 13.75. We determined the water elevation to be 19.75 by measuring down from the deck. The water was generally 4.5' deep along the upstream edge of the bridge, or elevation 15.25. We probed down through the drift pile on the center bent and found a hole at least 7.5' deep or some 2' below the bottom of the footing.

In view of the fact that the footing has scoured out and settlement has taken place, it is now my recommendation that the entire bridge be replaced. In view of the drift in the stream, I can recommend

(more)

the replacement to be a single span structure about 125' long. A roadway width of 24' would be consistent with the approach roads.

Sincerely yours,

Original signed by
G. K. Hossner
Dist. Engineer

R. E. Simpson
Division Engineer

Enclosures

cc:
Region (10-00.343)
OSHD (H S Cox)

CLATSOP CO.
Sheet 1 of __ Sheets

OFFICE OF EMERGENCY PLANNING
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT

(Under Public Law 875, 81st Congress, as amended)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.)		2. DISASTER DECLARATION DATE
Oregon State Highway Division		January 21, 1972
3. STATE	4. COUNTY	5. INSPECTION DATE
Oregon	Clatsop	April 11, 1972

6. WORK CATEGORY (SEE DEFINITIONS)

a. TYPE (Check)	b. ITEM NO.	c. TOTAL ITEMS
☐ A ☐ B ☒ C ☐ D ☐ E ☐ F	1-Revised	

7. MAP OR PHOTO REFERENCE NO.

8. WORK TO BE ACCOMPLISHED BY: ☒ a. Contract ☐ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES

Old Highway 30, Knappa Section
Big Creek bridge

10. PERCENTAGE OF WORK COMPLETED TO DATE 0%

11. DESCRIPTION OF DAMAGE

Flooding of fill, trash and drift caused concrete fill on wash out, east abutment to settle 1'-6" and east span of bridge to break over center pier. Center pier is scoured out and has settled.

12. PROPOSED EMERGENCY WORK

Replace existing [illegible] structure with prestressed concrete box bridge. Replace fills and road surfacing. Place riprap. Remove drift adjacent to site.

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
1	LS	Remove existing structure	3,500	3,500
300	sf	Construct roadway, bridge, 121' x 41'	70	21,000
500	cy	Embankment	2	1,000
1	LS	Drainage	500	500
200	cy	Riprap	7	1,400
1	LS	Mobile crane(s)	1,000	1,000
1	LS	Engineering & Contingencies	24,600	24,600
			TOTAL ESTIMATED COST	100,000

RECEIVED
COUNTY & CITY SECTION
APR 27 1972
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

14. INSURANCE COVERAGE ☐ YES ☒ NO ☐ AMOUNT

15. FINDINGS

a. ELIGIBLE	b. INELIGIBLE (Explain Separately)	c. FEDERAL INSPECTOR (Signature & Agency Name)	d. DATE
☒	☐	[illegible] FHWA	4/13/72

16. CONCURRENCES

	c. STATE INSPECTOR (Signature)	d. AGENCY OR OFFICE	e. DATE
☒ a. YES ☐ b. NO	[illegible]	[illegible]	
☒ a. YES ☐ b. NO	c. REPRESENTATIVE OF APPLICANT (Signature)		d. DATE
	L. E. Cox		

Form OEP 164
February 1969

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN HANDBOOK FOR FEDERAL AGENCY INSPECTORS, OEP CIRCULAR 4000.6

☑ENGR. ☑COOR. ☑BE ☐AE ☑UE
☐UPE ☑CE ☐RE ☑RPE ☐

SALEM, OREGON
April 4, 1972

Mr. Victor Wolfe
Location Engineer
BUILDING

Attn: Mr. P. L. Carstensen

Big Creek Bridge
January, 1972 Storm Damage Restoration
P.L. 606, O.E.P. 319-10
Clatsop County

The survey data for the above project has been examined and we are returning it to you. The project is generally speaking approximately as indicated on preliminary report by the Federal Highway Administration.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

RECEIVED
COUNTY & CITY SECTION
MAR 23 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

March 21, 1972

Mr. H. S. Cox
City County Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

Clatsop County requests and authorizes the Oregon State Highway Commission to act as the County's agent in the matter of restoration of flood damaged County roads which are not a part of the Federal Aid Secondary System, under provisions of Public Law 606.

The roads are as follows:

(a) Bridge repair - Big Creek, old Highway 30

(b) Vesper slide - ~~Old 99~~ 77

(c) Bradwood-Clifton slide

We have made field inspections of the work with your Resident Engineer, Loren Weber.

Will you prepare the necessary agreement for signatures by the County Board of Commissioners and Highway representatives.

Sincerely yours,

H. M. Olsvick,
County Engineer

HMO/jc

RECEIVED
COUNTY & CITY SECTION
MAR 23 1972
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

The following sections of Clatsop County roads were damaged during the January storm and qualify under 606.

ITEM I - (Slide above County Road # Old 77 near Vespar, just off State Highway 202)

Slide buried roadway and many yards of slide material are hanging above roadway. This section has been looked at by your Resident Engineer, Mr. Loren Weber, and by your Geologist. Mr. Weber is preparing a report on this job now.

ITEM II - (Clifton Road at Milepost 2.3 off Highway 30, East of Knappa)

Roadway dropped out. This job has been looked at by your Resident Engineer, Mr. Weber, and the State Geologist. Mr. Weber is preparing a report on this at the present time.

ITEM III - (Reconstruct concrete bridge over Big Creek on Old Highway #30, near Knappa)

This job has been examined by Mr. Wimer of the State Highway Department and Mr. Bob Phillsbury of the B.P.R Request for state help on this job has been made.

RECEIVED
COUNTY & CITY SECTION
MAR 23 1972
ENGR. COOR. UE AE UE
UPE CE RE RPE

123° 40' 123° 35' 123° 30' 123° 25' 123° 20'

R8W R7W R6W

T10N T9N T8N T7N

Rosburg Eden Valley Eden Valley Altoona Hill Altoona Harrington Pt. Dahlia Pillar Rock Brookfield Elliot Pt. Pillar Rock Pillar Rock I. Jim Crow Hill El. 1,105 Jim Crow Pt. Jim Crow Sands Three Tree Pt. Fitzpatrick I. Grassy I. Woody I. Goose I. Quinns I. Trimble I. Horsethief Aldrich Pt. Bland St. I. Brush I. Marsh Island Brownsmead Green I. North Seal I. Karlson Island Minaker I. Russian Island Knappa Svensen Island Settler Pt. Svensen Knappa Jct. Knappa Bridge Sleepy Hollow Lulee Mtn. Moe Hill Skamokawa Hill El. 1,080 Skamokawa Three Tree Pt. Fitzpatrick I. Welch Island Tenas Illahe Island Clifton Bradwood Huntley Mill Pt. Nigger I. CATHLAMET Pop. 615 Hunting Island Little Island PUGET Bradley Wayside El. 655 Clatsop Crest Wauna ISLAND Pancake Pt. Oklahoma Hill Taylorville Westport Wickiup Mtn. El. 2,464 Knob Pt. El. 2,145 Nicolai Mtn. El. 3,079 El. 2,522 Klaskanine Summit El. 1,220 Rn. El. 2,754

WAHKIAKUM COUNTY CLATSOP COUNTY COLUMBIA COUNTY

COLUMBIA RIVER

B.A.N.RY.CO.

27.66

Knappa Bridge

Site of Storm Damage

N

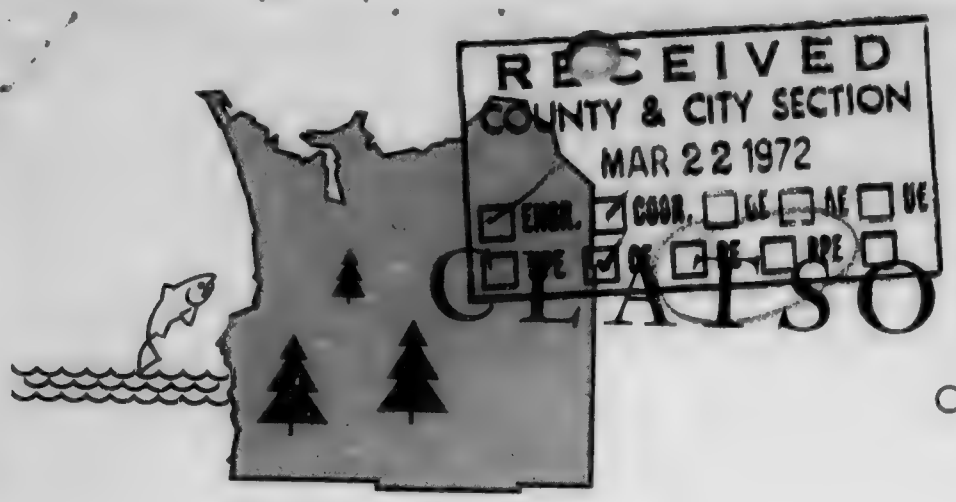
ARRANGEMENT OF SHEETS FOR CLATSOP COUNTY

RECEIVED
COUNTY & CITY SECTION
MAR 23 1972
☐ ENGR. ☐ COOR. ☐ uE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Vesper slide

site of storm Damage

N



EK/P.L. 606

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

March ~~31~~ 21, 1972

Mr. H. S. Cox, City County Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Si:

I am sending you, for reference only, a copy of the letter from Gerry Wimer on the Big Creek Bridge job. From this letter, you can see where we got the idea that we were going to have to pay for the planning, design and construction.

I am aware that this is not according to the 606 regulations, so will destroy our copy and will mail the new agreement letters back to you in a few days with the data as to what roads we would like to have your people re-build for us.

Thanks,

John Dooley

John Dooley, Roadmaster

JD/jc
Enc.

RECEIVED
COUNTY & CITY SECTION
MAR 22 1972
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ UPE ☐

OREGON STATE HIGHWAY DIVISION

E. Salem Highway Building, Salem, Oregon 97310

February 4, 1972

Mr. John Dooley
Clatsop County Road Master
Clatsop County Courthouse
Astoria, Oregon 97103

Dear John,

Bridge Restoration
Big Creek Structure
Old US 30 Highway

The State Highway Division will assist Clatsop County in restoring the Big Creek structure on the old US 30 Highway as requested in your January 28, 1972 letter.

You want us to follow the procedures of Public Law 91-606 in order that the County might be reimbursed for their cost. This will be done. However, there apparently will be some cost that will not be eligible.

The State Highway Division will bill Clatsop County for all costs we might incur with respect to this planning, design, and construction. Any arrangements to the contrary would have to be the subject of a further request.

It is also understood that following each phase and during the course of each phase of work, Clatsop County reserves the right to suspend further State Highway Division involvement.

Resident Engineer Loren Weber, P. O. Box 804, Astoria, Oregon, Telephone 325-5646, has been assigned to gather the basic field information and has been instructed to be the main contact with you and County Engineer Harold Olsvick. Feel free to contact either he or this office relative to this particular project.

Mr. Weber will not be able to start on this project immediately as he is presently gathering the field data for the Tillamook

County restoration. He will, however, do the planning for your restoration simultaneously as soon as he is far enough along with the Tillamook County work to do so.

Very truly yours,

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc

cc: Clatsop County Board of Commissioners
E. S. Hunter
Walt Hart
George Wills
H. S. Cox
Loren Weber
Tom Lowe

Form E-114—10M

7786

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report for Surveys Only

Date March 3, 1972

Job name Big Creek Bridge

Week from 2/27 to 3/4

Mail address P.O. Box 804 Astoria

Highway Old Highway #30

Telegraph or telephone address 325-5646

County Clatsop Job prefix

Express and freight address 705 W. Marine Dr.

General information covering progress of work by party and important developments, instructions from Division Engineer, changes in personnel of party, etc.:

The survey crew completed the vicinity map early in the week. No other work as yet but we should be able to begin the office work next week.

RECEIVED
MAR 6 1972
LOCATION SECTION

NOTED

Signed

Title Resident Engineer BEN GIFFORD

USE BACK IF ADDITIONAL SPACE IS REQUIRED

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

REPORT ITEMS	TOTAL SURVEY SECTION	UNIT No. 1	UNIT No. 2	UNIT No. 3	UNIT No. 4
Date location project started	2/24/72				
Total mileage of section to be surveyed	0.1				
Miles of preliminary staked	0.1				
Miles of location staked	-				
Per cent of field work complete	90				
Per cent of office work complete	0				
Number of man days worked this week	3				
Total man days worked this project	11				
Salary expense this week	292				
All other expenses this week	5				
Previous total expenditures this survey	331				
Total expenditures including this week	628				
Completed survey will cost about	1,000				
Per mile cost of survey will be about	10,000				
Estimated construction cost	30,000				
Survey will be completed about	3/24/72				

NOTE: THIS BLOCK TO BE USED ONLY IF DEFINITE WORK UNITS HAVE BEEN ESTABLISHED. COMPLETE REPORT ITEMS AS INDICATED BY EXTENDED LINES.

UNIT NAMES

No. 1 .....

No. 2 .....

No. 3 .....

No. 4 .....

Amount authorized for field (~~300~~) Unknown

Per cent of authorization expended .....

Anticipated overrun of authorization .....

Date additional authorization submitted .....

Form E-114—10M 7786

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report for Surveys Only

Date 2/25, 1972

Job name Big Creek Bridge

Week from 2/20 to 2/26

Mail address P.O. Box 804 Astoria

Highway Old Highway #30

Telegraph or telephone address 325-5646

County Clatsop Job prefix -

Express and freight address 705 W. Marine Dr.

General information covering progress of work by party and important developments, instructions from Division Engineer, changes in personnel of party, etc.:

The survey crew began the field work on Thursday making a vicinity map of the structure site.

RECEIVED
FEB 28 1972
LOCATION SECTION

NOTED
G. C. WILLS

NOTED
V. D. WOLF

Signed [signature] CARSTENSEN

NOTED
J. D. McCLURE

Title Resident Engineer BEN GIFFORD

USE BACK IF ADDITIONAL SPACE IS REQUIRED

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

REPORT ITEMS	TOTAL SURVEY SECTION	UNIT No. 1	UNIT No. 2	UNIT No. 3	UNIT No. 4
Date location project started	2/24/72				
Total mileage of section to be surveyed	0.1				
Miles of preliminary staked	0.1				
Miles of location staked	-				
Per cent of field work complete	50				
Per cent of office work complete	-				
Number of man days worked this week	8				
Total man days worked this project	8				
Salary expense this week	330				
All other expenses this week	10				
Previous total expenditures this survey	0				
Total expenditures including this week	331				
Completed survey will cost about	700				
Per mile cost of survey will be about	7,000				
Estimated construction cost	30,000				
Survey will be completed about	3/24/72				

NOTE: THIS BLOCK TO BE USED ONLY IF DEFINITE WORK UNITS HAVE BEEN ESTABLISHED. COMPLETE REPORT ITEMS AS INDICATED BY EXTENDED LINES.

UNIT NAMES

No. 1 .....

No. 2 .....

No. 3 .....

No. 4 .....

901

Amount authorized for field (90[illegible]) ..... Unknown.

Per cent of authorization expended .....

Anticipated overrun of authorization .....

Date additional authorization submitted .....

☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

MEMO TO FILES

February 9, 1972

Re: Public Law 606
Letter to Clatsop & Tillamook Counties

February 8, 1972:

Writer delivered a copy of the attached letter to Tillamook County Commissioner Bud Bailey while other members of the Commission were in a meeting. Mr. Bailey will discuss and mail a letter within the next few days.

February 9, 1972:

Mr. Eldon Everton and I met with the Clatsop County Commissioners, Mr. Olsvick, Engineer, and Mr. Dooley, Roadmaster. County did not sign the letter presented to them; instead, they wish to know which items will not be paid by the Federal Government under Public Law 606. Would also like an estimate of the cost to them for what is not covered. Would like a breakdown as follows:

Preliminary Engineering
Plans & Specifications
Construction Supervision

They wish to know which of these are not reimburseable and request this data prior to execution of the letter.

P. B. Arensmeier
Abandonment Engineer
County and City Section

PBA:ljt

cc: E. S. Hunter
G. W. Wimer
E. L. Everton, Dist. Engr.

ER
175
Clatsop Co

RECEIVED
COUNTY & CITY SECTION
FEB - 8 1972
☐ ENGR. ☑ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 4, 1972

To: George Wills
FIELD LOCATING ENGINEER

SUBJECT: Storm Damage Restoration
Clatsop County Roads
Non-FASC System
Under Public Law 606

Attached is a January 28, 1972 letter from John Dooley, Clatsop County Road Master, requesting State assistance in restoring the Big Creek structure on Old US 30 Highway. This road is not presently on the Federal Aid System. This restoration should be eligible under Public Law 91-606.

Public Law 91-606 apparently does not cover all of the engineering costs. This was explained to Mr. Dooley, in a preliminary way, by Tom Lowe, FHWA Area Engineer, in my presence, Wednesday, January 26.

Mr. Dooley is in effect requesting the State Highway Division to perform the necessary preliminary engineering, design, and contracting to restore the structure. The County did have in mind of doing some of the road work themselves. The County would, of course, want to reserve the right to review after each one of these phases whether to proceed with the next phase. This would be in case they found themselves ineligible under Public Law 91-606 and had to make other financing arrangements.

You will note my reply is premised along these lines. You were previously given a copy of Eldon Everton's January 16, 1972 teletype that has been highlighted to show the damages on which Clatsop and Tillamook Counties requested assistance.

An Authority for Survey and Location Prospectus will be submitted as soon as they have been prepared by Resident Engineer Loren Weber. An overall Order to Render Service is attached. You may take your choice between the Order to Render Service and the Authority for Survey, but your early assignment of a prefix would be appreciated.

Based on the authorization of Assistant State Highway Engineer E. S. Hunter to J. B. Boyd, Wednesday, January 26 and your reconfirmation with Hunter February 1 and your verbal authorization we are proceeding to assist the County. Also attached is a copy of my reply to Mr. Dooley.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc
cc: Walt Hart, H. S. Cox
Loren Weber, Tom Lowe

BP*52478-734

OREGON STATE HIGHWAY DIVISION

E. Salem Highway Building, Salem, Oregon 97310

February 4, 1972

Mr. John Dooley
Clatsop County Road Master
Clatsop County Courthouse
Astoria, Oregon 97103

Dear John,

Bridge Restoration
Big Creek Structure
Old US 30 Highway

The State Highway Division will assist Clatsop County in restoring the Big Creek structure on the old US 30 Highway as requested in your January 28, 1972 letter.

You want us to follow the procedures of Public Law 91-606 in order that the County might be reimbursed for their cost. This will be done. However, there apparently will be some cost that will not be eligible.

The State Highway Division will bill Clatsop County for all costs we might incur with respect to this planning, design, and construction. Any arrangements to the contrary would have to be the subject of a further request.

It is also understood that following each phase and during the course of each phase of work, Clatsop County reserves the right to suspend further State Highway Division involvement.

Resident Engineer Loren Weber, P. O. Box 804, Astoria, Oregon, Telephone 325-5646, has been assigned to gather the basic field information and has been instructed to be the main contact with you and County Engineer Harold Olsvick. Feel free to contact either he or this office relative to this particular project.

Mr. Weber will not be able to start on this project immediately as he is presently gathering the field data for the Tillamook

County restoration. He will, however, do the planning for your restoration simultaneously as soon as he is far enough along with the Tillamook County work to do so.

Very truly yours,

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc

cc: Clatsop County Board of Commissioners
E. S. Hunter
Walt Hart
George Wills
H. S. Cox ✓
Loren Weber
Tom Lowe

175

REGION 2 ENGINEER
RECEIVED
FEB 1 1972
RE | RCE | RME | RTE | ROE
ULE | GFO | TA | FILE

CLATSOP COUNTY

Courthouse . . . . Astoria, Oregon 97103

January 28, 1972

Mr. Gerald Wimer, Regional Construction Engineer
Highway Division
East Salem Highway Building
2960 East State Street
Salem, Oregon 97310

Re: Big Creek Bridge
Reconstruction, Old Hwy. 30

Dear Jerry,

We do want to thank both you and the Highway Department for the interest shown in the restoration of Clatsop County's storm damages.

It would seem advantageous to Clatsop County for the State to re-build the Big Creek Bridge, under the provisions of public Law 91-606.

The intent of this letter is to ask your department to go ahead with the re-building of the Big Creek Bridge.

Any information or assistance we can furnish from this end will be readily available to you.

Yours truly,

John Dooley, Road Master

APPROVED 1-28 1972
BOARD OF COUNTY COMMISSIONERS
OF CLATSOP COUNTY, OREGON
BY
COMMISSIONER
COMMISSIONER
COMMISSIONER

JD/jc

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT

(Under Public Law 875, 81st Congress, as amended)

606

1. APPLICANT (State Agency, County, City, Irrigation District, etc.)
Oregon State Highway Division

2. DISASTER DECLARATION DATE
1-21-72

3. STATE
Oregon

4. COUNTY
Clatsop

5. INSPECTION DATE
1-26-72

6. WORK CATEGORY (SEE DEFINITIONS)

7. MAP OR PHOTO REFERENCE NO.

a. TYPE (Check) ☐ A ☐ B ☒ C ☐ D ☐ E ☐ F

b. ITEM NO. 1

c. TOTAL ITEMS

8. WORK TO BE ACCOMPLISHED BY: ☐ a. Contract ☒ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES
Old Highway 30, Knappa Section
Big Creek Bridge

10. PERCENTAGE OF WORK COMPLETED TO DATE
-0-

11. DESCRIPTION OF DAMAGE
Flooding of Big Creek and drift caused easterly fill to wash out, east abutment to settle 3' to 4' and east span of bridge to break over center pier and settle on east end. Upstream bridge rail on good span destroyed.

12. PROPOSED EMERGENCY WORK
Remove and replace east abutment and east span of bridge. Replace rail on upstream of west span. Replace east fill and riprap. Remove drift in area of bridge and upstream.

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
1	Lump Sum	Remove east abutment & east end span	$ 2,500	$ 2,500
1	Lump Sum	Temporary support for west span	500	500
1	Lump Sum	Rebuild east abutment & east span	20,000	20,000
400	CY	Replace east fill	2	800
200	CY	Riprap	5	1,000
1	Lump Sum	Debris removal at site	1,000	1,000
1	Lump Sum	Engineering & contingencies	10,200	10,200
		TOTAL ESTIMATED COST		$ 36,000

14. INSURANCE COVERAGE ☐ YES ☒ NO ☐ AMOUNT

Recommended

15. FINDINGS

☒ a. ELIGIBLE ☐ b. INELIGIBLE (Explain Separately)

c. FEDERAL INSPECTOR (Signature & Agency Name)
R. W. Pillsbury, Federal Highway Admin.

d. DATE
1-26-72

16. CONCURRENCES

☐ a. YES ☐ b. NO

c. STATE INSPECTOR (Signature)
G. Winer

d. AGENCY OR OFFICE
Oregon Highway Division

e. DATE

☐ a. YES ☐ b. NO

c. REPRESENTATIVE OF APPLICANT (Signature)
for H. S. Cox D. V. Harwell

d. DATE

Form OEP 164
February 1969

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN HANDBOOK FOR FEDERAL AGENCY INSPECTORS, OEP CIRCULAR 4000.6

COPY NO. 1 – OEP COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

February 15, 1972

IN REPLY REFER TO
10-25-EC

Mr. Creath A. Tooley, Regional Director
Office of Emergency Preparedness
Bothell, Washington 98011

RECEIVED
COUNTY & CITY SECTION
FEB 28 1972
☑ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ PPE

Dear Mr. Tooley:

Subject: Disaster Contract OEP-319-DR
State of Oregon
Presidential Declaration 1-21-72
Federal Highway Administration

As requested in your February 2 letter, attached are the original and one copy of Damage Survey Reports for road and road related damage for the following applicants:

Clatsop County
City of Astoria
Oregon State Highway Division

Damage survey reports for the counties of Lincoln and Tillamook are nearly complete and will be submitted in a few days.

Due to the remoteness and inaccessability of the State Forestry road damage, completion of their damage survey will take several weeks. Damaged areas in the higher elevations may not be accessable until early Spring.

To expedite repair work, the State Forestry plans to submit a partial application with the understanding that supplements will be made as the damage survey progresses. Our damage survey reports will be submitted accordingly.

Very truly yours,

R. E. Simpson,
Division Engineer

Enclosures

OFFICE OF EMERGENCY PLANNING
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT

(Under Public Law 875, 81st Congress, as amended)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.)	2. DISASTER DECLARATION DATE
3. STATE / 4. COUNTY	5. INSPECTION DATE
6. WORK CATEGORY (SEE DEFINITIONS)	7. MAP OR PHOTO REFERENCE NO.
a. TYPE (Check) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F / b. ITEM NO. / c. TOTAL ITEMS	8. WORK TO BE ACCOMPLISHED BY: ☐ a. Contract ☐ b. Force Account
9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES	10. PERCENTAGE OF WORK COMPLETED TO DATE
11. DESCRIPTION OF DAMAGE	
12. PROPOSED EMERGENCY WORK	

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
		TOTAL ESTIMATED COST		

14. INSURANCE COVERAGE ☐ YES ☐ NO ☐ AMOUNT

15. FINDINGS

a. ELIGIBLE ☐ / b. INELIGIBLE (Explain Separately) ☐	c. FEDERAL INSPECTOR (Signature & Agency Name)	d. DATE

16. CONCURRENCES

	c. STATE INSPECTOR (Signature)	d. AGENCY OR OFFICE	e. DATE
a. YES ☐ b. NO ☐			
a. YES ☐ b. NO ☐	c. REPRESENTATIVE OF APPLICANT (Signature)		d. DATE

Form OEP 164
February 1969

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN HANDBOOK FOR FEDERAL AGENCY INSPECTORS, OEP CIRCULAR 4000.6

7787 Arnold Ice Caves Rd.-Horse Ridge 1972
Sec. of Central Ore. Hwy. E. of Bend
(Grading and paving)

7787

45

November 10, 1975

United States Fidelity & Guaranty Co.
100 W. Harrison Plaza
Seattle, WA 98119

Gentlemen:

A post-final payment for $7,184.53 will be made to L. W. Vail Co., Inc. on Contract No. 7787 for work on the Arnold Ice Caves Road-Horse Ridge Section of the Central Oregon Highway in Deschutes County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,456,513.33 including the post-final payment. Of the total $2,738.42 is for force account.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

rw

cc: L. W. Vail Co., Inc.
PO Box 847
Pasco, WA 99301

Dunning-Ray Ins. Agency, Inc.
PO Box 2528
Pasco, WA 99302

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

7787

STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HNG-32)
G. K. Hossner

9-30-75

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	10	Deschutes	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
9-30-75	S. O. Descampo, Engr Trainee	FLH-411)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
8-14-74	11-1-74	299/300 %	300 CWD

APPROVED EXTENSIONS	LOCATION
None	About 12 miles east of Bend on the Central Oregon Highway

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

OCT 03 1975

Washington

ARNOLD ICE CAVES-HORSE RIDGE SUMMIT
CENTRAL OREGON HIGHWAY
Grading and Paving

This project provided for the grading and paving of 4.359 miles of the Central Oregon Highway.

This projected was completed August 14, 1974. Of the 300 calendar work days contracted, only 299 were used.

Total cost of the project was $1,558,440.52, which is a 4.3% underrun. The underrun was due to the contractor being assessed a $4,294.65 penalty for the use of nonspecification AR2000 graded asphalt cement.

RECEIVED
OCT 6 1975
Office of
Assistant State Highway Engineer

10-6-75

NOTED
H.S.COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE	Original Signed by D. B. Carter Area Engr.	SIGNATURE	Original signed by G. K. Hossner Dist. Engineer
TITLE D. B. Carter	DATE	TITLE G. K. Hossner	DATE OCT 03 1975

FORM FHWA-1446 B (12-73) FORMELY PR-33E ... Previous Editions Of PR-33E Will Not Be Used.

STATE COPY

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel*

1 | 2–4 | 5–8 | 9–12 | 13–15 | 16–18 | 19–22 | 23–24 | 25–27 | 28–30 | 31–33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN ( ) RURAL X)
Oregon	Deschutes	FLH-6(1)	

CARD A	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
		CONSTRUCTION TYPE CODES		6203	--	DATE STARTED: Sept. 25, 1972
	20	FINAL CONSTRUCTION COST	DOL.	1,509,344	--	DATE COMPLETED: Aug. 14, 1974
	21	LENGTH OF PROJECT	MILES	4.359	--	TOTAL NO. BRIDGES: 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD B	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
	30	LABOR — TOTAL MAN HOURS: 52,056 — GROSS EARNINGS: $369,968			
	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	$343,834	
	9	PETROLEUM PRODUCTS	GAL.	285,326	
	1	CEMENT	BBL.	--	
CARD C	2	AGGREGATES PURCHASED	TON.	--	
	92		CU. YD.	--	
	3	BITUMINOUS MATERIAL	GAL.	3071.4	
	4	LUMBER	THSD BD. FT.	--	
CARD D	5	TIMBER PILING	LIN. FT.	--	
	7	REINFORCING STEEL	LB.	1663	
	8	STRUCTURAL STEEL	LB.	--	
	10	EXPLOSIVES	LB.	575,550	
CARD E	11	READY-MIXED CONCRETE	CU. YD.	38.75	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	42389.5	
	15	AGGREGATES PRODUCED	TON	171,840	
	95		CU. YD.	--	
CARD F	16	MISCELLANEOUS STEEL	LB.	14300	
	17	FENCING	LIN. FT.	53,774	
	18	GUARDRAIL	LIN. FT.	--	
	19	BRIDGE RAIL	LIN. FT.	--	
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	--	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	--	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48–52 | 53–61 | 62–70

CULVERT ITEMS

CARD H	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
	6	CORRUGATED STEEL CULVERT	
		18"	216
		24"	536
		36"	190
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 (REV. 10-72) PREVIOUS EDITIONS ARE OBSOLETE

7787

B

September 22, 1975

TO G. L. Green, Division Admin.
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. FLH-6(1)

SUBJECT Request Federal-aid Project Acceptance

Contract 7787 Work Completed August 14, 1974

Project Arnold Ice Caves Rd. - Horse Ridge

Highway Central Oregon

County Deschutes

Acceptance: Transportation Commission November 1, 1974

Federal Highway Administration August 19, 1974

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

RDC:dgk

cc: Richard Hacek
R. D. Church

7787

July 14, 1975

US Fidelity & Guaranty Company
Portland Office
520 SW 6th Avenue
Portland, OR 97204

Gentlemen:

A post-final payment for $2,259.99 will be made to L. W. Vail Company on Contract No. 7787 for work on the Arnold Ice Caves Road-Horse Ridge Section of the Central Oregon Highway in Deschutes County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,449,328.82 including the post-final payment. Of the total $2,758.42 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

cc L. W. Vail Company, Inc.
PO Box 847
Pasco, WA 99301

US Fidelity & Guaranty Company
Seattle Office
100 W. Harrison Plaza
Seattle, WA 98119

bc C. T. Keasey
Walt Hart
V. E. Skoog, Att. Dick Hacek
C. M. Williams
fkn/hb

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on November 1, 1974, I accepted the following:

Contract No. 7787, Work Completed August 14, 1974

Project Arnold Ice Daves Rd.-Horse Ridge

Highway Central Oregon County Deschutes

Type of Work Grading and Paving

Contractor L. W. Vail Co., Inc.

Contract No. 8025, Work Completed September 19, 1974

Project Jacksonville ("E" Street)

Highway City Street County Jackson

Type of Work Grading and Paving

Contractor M. C. Lininger & Sons, Inc.

10/31
letters
written

J. W. Kloke

Administrator and
State Highway Engineer

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE October 29, 1974

TO F. B. Klaboe
Administrator and
State Highway Engineer

FROM for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7787, Work Completed August 14, 1974

Project Arnold Ice Caves Rd.-Horse Ridge

Highway Central Oregon, County Deschutes

Type of Work Grading and Paving

Contractor L. W. Vail Co., Inc.

Recommended Acceptance Date November 1, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RECEIVED
STATE HWY ENGR
OCT 30 74
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

7787

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Arnold Ice Caves Road - Horse Ridge		WEEK ENDING: September 28, 1974
		SECTION PREFIX: 9-1081
HIGHWAY: Central Oregon		COUNTY: Deschutes
NAME OF JOB: Arnold Ice Caves Rd - Horse Ridge	KIND OF WORK: Grading and Paving	
CONTRACTOR: L. W. Vail Company, Inc.	CONTRACT NUMBER: 7787	FEDERAL AID PROJECT NUMBER: FLH 6(1)
DATE OF CONTRACT: August 7, 1972	DATE WORK STARTED: September 25, 1972	ESTIMATED COMPLETION DATE: August 14, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 300	WORK DAYS USED / CALENDAR DAYS USED: 299
PROJECT AUTHORIZATION: $1,624,891.50	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 99
EXCLUSIVE OF ENGINEERING: $1,509,343.66	ENGINEERING AUTHORIZATION: $115,547.84	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,509,343.66	ENGINEERING COST TO DATE: $101,271.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 88 %	DATE PROJECT WAS COMPLETED: August 14, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Fencing	
100	100	100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	5.16	5.16		5.16	5.16
MILES PARTIALLY COMPLETED					
MILES COMPLETED	5.16	5.16		5.16	5.16
TOTAL ESTIMATED QUANTITIES (CONTRACT)	400,000 CY	131,000 CY		13,600 T	29,280 T
TOTAL QUANTITIES CORRECTED TO DATE	409,676	129,094		13,863	28,579
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	409,676	129,094		13,863	28,579
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22	Clear - Hot	0		Final Report
MONDAY 23	Clear - Hot	0		
TUESDAY 24	Clear - Hot	0		
WEDNESDAY 25	Clear - Hot	0		
THURSDAY 26	Clear - warm	0		
FRIDAY 27	Clear - warm	0		
SATURDAY				

Routing
Scofield
Glenn
Berg

RECEIVED
SEP 30 1974
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final sent to Region September 27, 1974

F I N A L R E P O R T

SIGNED R. H. Clark LOCATION Bend

R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7787

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 23, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G.L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. FLH-6(1)

RECEIVED
SEP 4 1974
Office of
Assistant State Highway Engineer

9-4-74
cy Gallagher
cy Kenny

FROM C.T. Keasey
Construction Engineer

RECEIVED
STATE HWY ENGR
SEP 4 '74
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File
NOTED
H.S.COULTER

SUBJECT Request Contract Acceptance

Contract 7787, Work Completed August 14, 1974

Project Arnold Ice Caves Rd. - Horse Ridge

Highway Central Oregon

County Deschutes

We request that your office return a signed copy of this letter indicating acceptance or list condititions which would prevent your final acceptance of the contract work.

Acceptance Date August 19, 1974

VG:bz
cc: F.B. Klaboe
C. T. Keasey

G. L. Green
Division Engineer

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

CC: Wash DC (HHO-32)
OSHD (Coulter)
(Check appropriate box)

☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	9	Deschutes	Oregon

IN COMPANY WITH: C. William, Regional Engineer, Region 4; R. Sandmen, Construction Engineer, Region 4; R. Clark, Resident Engineer, OSHD; L. Alexander; R. Hjaltalin; L. W. Vail Co., Contractor

Original Signed by
D. B. Carter
Area Engr.

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
8-19-74	D. B. Carter, Area Engineer	FLH 6(1)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %
Satisfactory	Satisfactory	299/300	100

COPY SENT
SEP 04 1974
Washington

ARNOLD ICE CAVES-HORSE RIDGE SUMMIT
CENTRAL OREGON HIGHWAY
Grading and Paving

This project provided for the grading and paving of 4.359 miles of the Central Oregon Highway in Deschutes County.

All contract work was completed on August 14, 1974. The project has been signed and striped and traffic has been switched to the new highway.

The final contract cost should be near the original contract amount and no significant overrun is anticipated.

All project work has been satisfactorily completed. The final cleanup, appearance of the project, and pavement riding qualities are considered to be outstanding.

RECEIVED
SEP 5 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

Form FHWA-1446A (12-73) Formley PR-33B

Previous Editions Of PR-33 B Will Not Be Used.

7787

November 28, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. FLH-6(1)

SUBJECT Request Change Order Approval

Contract 7787, State Force Order No. 3

Project Arnold Ice Caves Road-Horse Ridge

Highway Central Oregon

County Deschutes

The order covers seeding and mulching of slopes comprised of light sandy soil to prevent wind and water erosion. It is in the public interest for State forces to perform this work since the contractor is not equipped to do this work and the State has the necessary specialized equipment and trained personnel to perform the work most economically and expeditiously.

The estimated total cost of work to be performed under this order is $9,500. Work performed on the State portion of the project will be done on a nonparticipating basis. Reimbursement for the participating portion on an actual cost basis is requested.

Attached are copies of a letter from the Regional Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on November 23, 1973.

Your approval as of November 23, 1973 is requested.

Attach.

JK:is

7787

Salem

August 15, 1973

J. F. Putnam
Regional Engineer

L. H. Young
Office Engineer

Arnold Ice Cave Road-Horse Ridge Section
Central Oregon Highway
Contract No. 7787

Attached are Proof of Construction forms and a copy of the cover letter from the U.S. Department of Interior, which covers the construction of the subject project, for which right-of-way was received under Grant No. OR 3472.

Please fill out the Proof of Construction forms. The first part should be filled out by the Resident Engineer, the second part by the Regional Engineer. Send the original direct to the Department of Interior and a copy to this office for our General Files.

According to our records this project is not completed as of this date, but hopefully, it will be completed within the 90-day limit.

RDA:dg

Attach.

cc H. S. Coulter

OSO-2800-6
Oct. 1970

IN REPLY REFER TO:
OR 3472
2820 (943.1)

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
Oregon State Office
729 N.E. Oregon Street (P.O. Box 2965)
Portland, Oregon 97208

State of Oregon
by and through its State Highway Commission
Salem, Oregon 97310

AUG 10 1973

DECISION

Proof of Construction Required

Gentlemen:

In accordance with regulations as specified in 43 CFR 2802.2-2, Proof of Construction is due for right of way OR 3472 granted on August 6, 1968 to State of Oregon, by and through its State Highway Commission. This right of way is for a highway in

T. 18 S., R. 13 E., W.M., Deschutes County, Oregon
sec. 4, NE¼SE¼, N½NW¼SE¼.

We have enclosed a special proof of construction form in duplicate which you may use for this report.

Your compliance within 90 days from receipt of this decision will be appreciated.

Please contact us if you have any questions.

Sincerely yours,

Irving W. Anderson
Chief, Branch of Lands and Minerals
Operations

Enclosure:
Proof form (In duplicate)

8-14-73 Young answer

RECEIVED
STATE HWY ENGR
AUG 13 '73
REFER TO
Coulter
FOR
Info | Invest | R/D | D/R | Sign | Ltr | File

RECEIVED
AUG 14 1973
OFFICE ENGINEERING SECTION

NOTED
A. E. JOHNSON

RECEIVED
AUG 13 1973
HIGHWAY
ADMINISTRATIVE SERVICES

OSO Form 2800-2
July 1970

PROOF OF CONSTRUCTION
(COMPANIES AND CORPORATIONS)

Serial Number of Right-of-Way Grant OR 3472

R. L. Lammert (name of engineer) states that he is the engineer employed to supervise or check the ~~construction~~ maintenance of the highway (type of facility) for Oregon State Highway Department (name of company); that said Highway (type of facility) has been constructed; that construction commenced ~~on the _____ day of~~ Prior to 19 31, and completed ~~on the _____ day of~~ Prior to 19 31; that the constructed highway (type of facility) as aforesaid, conforms to the map which received the approval of the Department of the Interior on the 6 day of August 19 68.

[signature]
(signature of engineer)

==========

I, J. F. Putnam (name of company officer) certify that I am the Regional Engineer (title) of the Oregon State Highway Department (name of company); that the highway (type of facility) was actually constructed as set forth in the accompanying statement of R. L. Lammert (name of engineer), District Engineer (title), and on the exact location represented on the map approved by the Department of the Interior on the 6 day of August 19 68; and that the company has in all things complied with the requirements of the act of Aug. 27, 1958 43CFR 2234, granting rights-of-way for highway (types of facilities) through public lands of the United States.

[signature]
(signature of company officer)

Attest:

[signature]

Regional Engineer
(title)

State of Oregon, by and through its Department of Transportation, Highway Divisio
(name of company or corporation)

#7787

Hold for Review from Putnam by Aug 16

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

August 8, 1973

copy

To: Mr. H. S. Coulter
Asst. State Highway Engineer

B U I L D I N G

SUBJECT: Agreement Draft
Arnold Ice Caves Road-Horse Ridge
Central Oregon Hwy. #7
Deschutes County

Herewith is an agreement draft with the BLM to transfer the old right-of-way in the Arnold Ice Caves Road-Horse Ridge Section of the Central Oregon Highway in Deschutes County to the U. S. Government.

The adjacent land is mostly owned by BLM and they are desirous of retaining the road to meet their needs. Some adjoining private property is also served by this section of highway.

The agreements provides that the old highway section be maintained in a satisfactory condition for access by the owners of the private property served by this old highway as recommended by our Region Engineer.

With your approval a final draft of this agreement and a resolution to complete this transfer will be prepared for Oregon Transportation Commission approval and adoption.

8/16/73 Putnam has reviewed and it looks OK

H. S. Cox
County and City Engineer

By

P. B. Afensmeier
Abandonment Engineer

Approved 8/16/73
Asst. State Hwy. Engr.

8-17-73 cy Schroeder Co.-City

PBA:ljt
Att.

cc: R. L. Schroeder
J. F. Putnam; Please review for your approval.

RECEIVED
AUG 8 1973
Office of
Assistant State Highway Engineer

NOTED
H. S. COULTER

DRAFT
PBA:ljt
8/7/73

AGREEMENT DRAFT

THIS AGREEMENT, made and entered into by and between the STATE OF OREGON, by and through its Department of Transportation, Highway Division, hereinafter called "State," and the UNITED STATES OF AMERICA, by and through its Interior Department, Bureau of Land Management, hereinafter called "United States";

W I T N E S S E T H:

RECITALS:

1. For the purpose of furthering the development of a highway system adapted in all particulars to the needs of the people of the State of Oregon, State has found it necessary and desirable to relocate and construct the Arnold Ice Caves Road-Horse Ridge Section of the Central Oregon Highway, State Primary Highway No. 7, in Deschutes County, Oregon.

2. Pursuant to ORS 271.330, the State or any political subdivision within the State may relinquish title to any of its property not needed by it for public use to any other governmental body or political subdivision within the State, providing such property shall be used and continue to be used for a public purpose.

3. The completion of construction of the relocated section of the Central Oregon Highway will make possible the elimination by State of a portion of the former route, hereinafter designated as Unit A, and shown colored in brown on the map attached hereto, marked "Exhibit A" and by this reference made a part hereof. Unit A, as hereinafter described, is needed for the service of persons living thereon or for a community served thereby. It is the purpose and plan of the parties hereto that Unit A be eliminated as a portion of the Central Oregon Highway and the state highway system; that the unit pass to and vest in the United States; and that the unit be maintained in satisfactory condition for access by owners to the private property served thereby.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State approves the RECITALS herein, Exhibit A, THINGS TO BE DONE BY THE UNITED STATES, and all other provisions of this agreement.

2. State shall, by resolution, upon completion of construction of the Arnold Ice Caves Road-Horse Ridge Section of the Central Oregon Highway, formally eliminate Unit A as a portion of the Central Oregon Highway and the state highway system, and all right, title and interest of State in the unit shall thereupon pass to and vest in the United States. Unit A is described as follows:

UNIT A:

All the land within the right-of-way boundaries of the Central Oregon Highway, State Primary Highway No. 7, as formerly routed lying outside the southwesterly right-of-way boundary and the access control line of said Central Oregon Highway as now relocated from approximately opposite relocated Highway Engineer's Station 557 + 00; thence southeasterly along said former route to approximately opposite relocated Highway Engineer's Station 248 + 00 and located in Section 25, Township 18 South, Range 13 East, Sections 30, 31, and 32, Township 18 South, Range 14 East, and Sections 3, 4, and 10, Township 19 South, Range 14 East, W.M., Deschutes County, Oregon.

3. State shall place Unit A in serviceable condition either before or within a reasonable time after the unit is eliminated and title thereto vested in the United States.

4. State shall retain that portion of the right-of-way of the former Central Oregon Highway, and that real property acquired by State for highway right-of-way and other public purposes, shown colored in green on Exhibit A.

THINGS TO BE DONE BY UNITED STATES:

1. United States approves the RECITALS herein, Exhibit A, THINGS TO BE DONE BY STATE and all other provisions of this agreement.

2. United States agrees to accept all of State's right, title and interest in Unit A; to accept jurisdiction and control over the unit, and to maintain the unit in satisfactory condition for access by owners to the private property served thereby.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written.

This agreement was approved by the Oregon Transportation Commission on _____, 19_____, at which time the Administrator and State Highway Engineer was authorized and directed to sign said agreement for and on behalf of the Commission. Said authority is set forth in Volume _____, Page _____, Minute Book of the Oregon Transportation Commission.

APPROVED:

_____
Asst. State Highway Engineer

ATTEST:

_____

_____
F. B. Klaboe, Administrator and
State Highway Engineer

UNITED STATES OF AMERICA, by and through its Interior Department, Bureau of Land Management

By_____

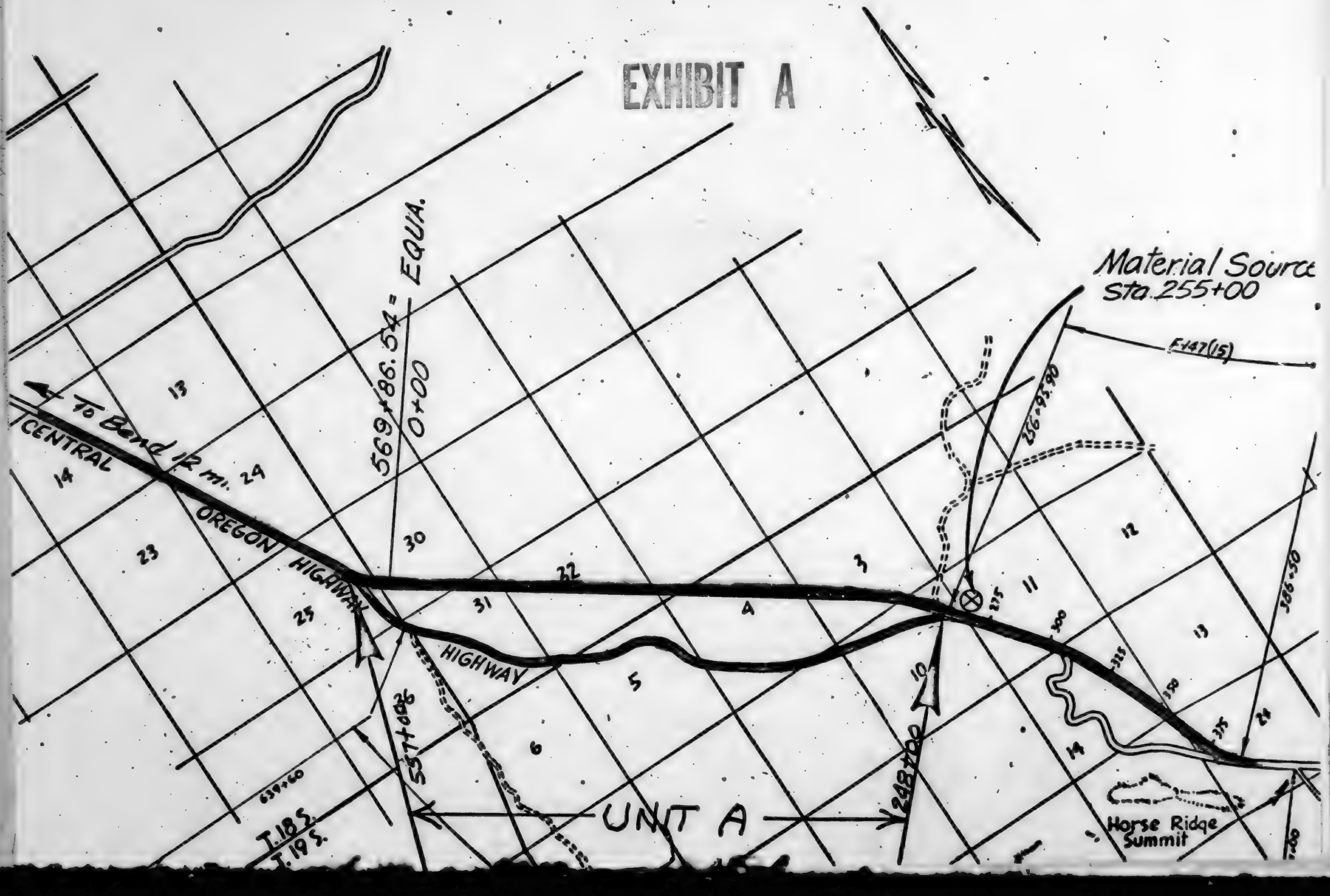
By_____

By_____

PBA:ljt
8/7/73

ARNOLD ICE CAVES RD~HORSE RIDGE SECTION
CENTRAL OREGON HIGHWAY
DESCHUTES COUNTY

EXHIBIT A



7787 5-31-73

OSHD (Coulter)
Region
Wash DC
C. Hoefler
(Check appropiate box)

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION ch

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Deschutes	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
May 31, 1973	D. B. Carter, Ass't Area Engineer	FLH 6(1)

IN COMPANY WITH
R. H. Clark, OSHD, Resident Engineer

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	60 %	45 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

ARNOLD ICE CAVES - HORSE RIDGE SECTION
CENTRAL OREGON HIGHWAY
Grading and Paving

This is a project inspection on the aggregate production for the plant mix aggregate phase of the work.

RECEIVED STATE HWY ENGR
JUL 21 '73
REFER TO
FOR
Info
Inves
R/D
D/R
Tion
Act
File

1. Work Completed

Clearing and grubbing	85% Complete
Drainage	100%
Grading	95%
Base aggregate production	Should be completed this week

2. Work in Progress

One loader and three trucks hauling excavated material to the west connection to the existing road. Two motor patrols and a scraper grading in the vicinity of Station 66. Two men with compressor and jackhammer working in the vicinity of Station 72. The crushing unit was producing aggregate for the plant mix aggregate base item.

3. Labor Compliance and EEO

The contractor's payrolls are being submitted on a timely basis.

The project provides for four trainees to receive on-the-job training. Previous conversations indicate the prime contractor, L. W. Vail, would provide two trainees and the subcontractor, Peters and Wood, would provide two trainees. A checklist concerning the status of the trainees on the project and the training received is attached. It should be noted that the trainees have not been given a copy of their respective training programs or received certificates for training received.

4. Summary of Findings

To date some 118,300 tons of plant mix aggregate base aggregates have been produced with some 680 tons of material produced rejected and 2715 tons of failing material incorporated into the stockpile. Materials are subject to acceptance based on periodic samples taken following mixing or immediately following spreading.

(more)

6-28-73
cy Young
Coulter (orig)

The material is being produced from a gravel deposit located near the east end of the project. A loader is taking the material produced from the surge pile to the final position in the stockpile. The stockpile appears reasonably uniform.

The crusher is producing approximately 4500 tons per day on a two shift basis. The previous day's production indicated 4700 tons of material had been produced. Review of the records indicate 5-6 tests are being run per day which appears adequate to control stockpile production. A review of the test results indicates the material is being produced in substantial compliance with specification requirements. The materials inspector appeared to be knowledgeable of the specification requirements and testing procedures.

5. Comments

During the inspection it was noted some work has been done by the grading subcontractor outside the staked limits of the construction and in several instances outside the right of way. This work generally appears to have been done to generate fines for finishing work. In addition some of the local unimproved accesses to the work have been considerably improved and/or extended. The contractor had initially received permission to use the local accesses; however, the additional access road building and the degree of upgrading of the local unimproved accesses appear to be beyond the scope of intent of the permission granted. The Resident Engineer indicated appropriate remedial actions will be taken to correct the above conditions.

Attachment

Form Z-147

OREGON STATE HIGHWAY DIVISION

COLUMNAR TABULATION SHEET

* Except for Apprentice Program

** A... D... C... D... E...

Project No. FLH-6(1)

Date Work Started Sept. 25, 1972.

Approved Training	Trainee Name	Trainee Started	Trainee Terminated	*Approved Trng. Hrs.	Hours Received	*Does trainee have copy of trng. program	*Has cert. of t... issued to trai...
Operating Engrs	D. Reames	11/20/72	4/16/73	1,000	660	No	No
Laborer	L. Ontiveroz	1/22/73	2/2/73	1,000	81	No	No
	Hi Prouty	2/5/73	4/20/73		426	No	No

* Except for Apprentice Program

** A - Layoff
B - Terminated (Fired)
C - Still Working
D - Quit on Own
E - Transferred to Another Job

...urs ...eived	*Does trainee have copy of trng. program	*Has cert. of trng. been issued to trainee?	*Do job hrs compare to apprvd trng hrs	** Status	Minority
60	No	No	No	D	No
81	No	No	No	(B)	Yes
26	No	No	No	D	No

FORM E-30 (REV. 10-69)

NOTED
L. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7787

Bend, Oregon 97701
May 3, 1973

SUBJECT: G. L. Denton Claim
Arnold Ice Caves Rd.-Horse Ridge
Contract No. 7787

To: C. T. Keasey
Construction Engineer
S A L E M

FROM: J. F. Putnam
Regional Engineer

Attached is a copy of a letter written to L. W. Vail Company by a Mr. G. L. Denton, wherein he is placing a claim for compensation as a result of his running into a fence placed across the grade area on subject project. Also enclosed is a copy of a report from Resident Engineer R. H. Clark, spelling out the reason why the fence was placed.

As noted in Mr. Clark's report, the new grade does not have ready access from the existing highway and Mr. Denton went to a great deal of trouble, even to the point of trespassing on BLM land, in order to get back on the grade to run into the fence.

This data is being forwarded to you for your information and transmittal to the Legal Department.

JFP:11

Enclosures

cc: R. H. Clark

Copies sent to
W. S Gulick
Jack Sollis
Eab

Dean E
Glenn
1973 Bert
CONSTRUCTION

RECEIVED
MAY 7 1973
Office of
Assistant State Highway Engineer

FORM S-30 SOM 10-69

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, OR 97701
May 1, 1973

To: J. F. Putnam
Regional Engineer
B E N D

SUBJECT: G. L. Denton claim against
L. W. Vail Company, Inc.
Arnold Ice Caves Road - Horse Ridge Sect.
Contract No. 7787

In regards the letter from G. L. Denton, local insurance adjuster, to L. W. Vail Company, Inc., contractor on the Arnold Ice Caves Road - Horse Ridge Section, in which Denton is asking compensation for injuries received when he ran into a fence on the new grade on the afternoon of April 21, 1973.

This project is a new alignment of the section of the Central Oregon Highway, from approximately Mile Point 12.4 to the foot of Horse Ridge, a distance of approximately 5.16 miles. At this stage the grading is approximately 2/3 complete, with no connection to the existing highway at either end and is in no way open to travel.

The entire project is in BLM grazing land and cuts through several allotments which are fenced and cross fenced, three of these fences cross our new alignment. We have a fencing item to fence the right of way, and to tie into these cross fences. The fence builders were building fence on the northerly side, from east to west, as cattle were turned into the area near the foot of Horse Ridge on April 16th. This one allotment extends westerly to an existing fence which crosses our line at approximately station "TC" 610+00. A section of this fence had been removed during construction, and while the cattle were out during the winter.

When the cattle were turned in a temporary fence was stretched across the grade at station "TC" 610 tieing in to the existing fence at the right of way. This was done as a precaution to keep the cattle from getting on the highway, as this was the only place they could have gotten out of the pasture.

There were no flags on this temporary fence as the roadway was not open to traffic nor was there a connection to the existing highway which may have tempted someone to try the new grade. Coming from the east one would have to travel over a section of shot rock for 400 feet then drop onto the new grade at station 18+00 ±, which is 1900 feet from the fence, all on tangent with no obstructions. The roadbed at this location is 60 feet. There were three posts one on each shoulder and one on ℄, with three strands of barbed wire, all quite visible for some distance.

Luckily the cattle never grazed that far over the week end, as the fence had been knocked down and left down.

R. H. Clark,
Resident Engineer

April 23, 1973

L. W. Vail Co., Inc.
P.O. Box 847
Pasco, Washington 99301

Gentlemen:

Saturday, April 21, 1973 between 5:00 and 6:00 PM I was injured while trail riding on my Honda 125. Three of us were returning to Bend from the Horse Ridge area. To avoid highway travel, we were picking our way through the new roadbed under construction starting at the bottom of Horse Ridge. Near the west end of the project, I was riding in the lead at about 30 miles per hour when without warning I ran into a three-strand barbed wire fence stretched across the roadbed. I have fairly severe facial lacerations as a result of this accident.

The fence was at a completely unexpected location. It was a long span about 40 feet with no markings to warn of its location.

I will be looking to you for compensation as a result of this accident. Please have your insurance carrier contact me concerning this claim.

Very truly yours,

G. L. Denton
P.O. Box 829
Bend, Oregon 97701

Telephone: (503) 382-8211
(503) 382-8860 (home)

cc: State of Oregon, Highway Department
N. Highway 97
Bend, Oregon 97701

GLD:eh

RECEIVED
DEC 14 1972

cc: OSHD (A E Johnson)
Region 10
Wash DC
Dist Coord

11-28-72

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Deschutes	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
11/28/72	D. B. Carter, Asst Area Engineer	FLH-6(1)

IN COMPANY WITH
E. Clark, Resident Engineer, OSHD

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	97/300=32%	7 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT
To Const 12-7-72

DEC 05 1972
REGIONAL OFFICE

RECEIVED
STATE HWY ENGR
DEC 6 '72
REFER TO
FOR
Info | Invest | S/D | D/R | Sign | File

ARNOLD ICE CAVES - HORSE RIDGE SECTION
CENTRAL OREGON HIGHWAY
Grading and Paving

This is a project stage inspection on the field grading phase of the work.

1. Work Completed

Clearing 70% complete Drainage - 40% Grading - 15%

2. Work in Progress

Two wagon drills were drilling rock in the vicinity of Station 183. One wagon drill was drilling rock in the vicinity of Station 190. At Station 194 a front-end loader was loading shot rock into three rock wagons. The rock was being hauled to the fill in the vicinity of Station 239+50. A motor patrol was grading the subgrade in the vicinity of Station 203. Two crawler tractors were working the cut in the vicinity of Station 190. In addition to the above equipment, the contractor also has one crawler tractor, one motor patrol, and one scraper on the project. The equipment was not being used at the time of this inspection. A crawler was also working on the fill in the vicinity of Sta 239+50.

3. Labor Compliance and EEO

The contractor's payrolls are reasonably current.

The monthly EEO staffing reports are current.

4. Comments

The progress of the work is listed as satisfactory although the work complete lags the time elapsed because the contractor appears to be on schedule with his plan of progress.

The material encountered in the excavation is essentially lava rock with isolated pockets of pumice.

5. Summary of Findings - The grading work is being done in substantial conformity with the project plans and specifications.

12-7-72 Approved

FORM PR-47
(REV. 3-70)

FORM PR-33A (REV. 5-64) OSHD (Johnson)

Region
Wash DC

10-12-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth ch

Region No.	Report No.	County	Division
10	1	Deschutes	Oregon

Date of Inspection	Inspection Made By	Project No.
10-12-72	D. B. Carter, Asst Area Engineer	FLH-6(1)

In Company With
R. H. Clark, Resident Engineer, OSHD

Location
The project is located approximately 12 miles east of Bend on the Central Oregon Highway.

Contractor Name and Address
L. W. Vail Co., Inc., Pasco, Washington

NOTED
A. E. JOHNSON

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
8-7-72	1,424,988	300 Cal work days	8-21-72	9-25-72

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	18 %	2%

Roadbed (Width) 60' (Feet 0. to 0. of shoulders)

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)	TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Bituminous concrete	6203	4.359	20.5	20.5	44	None		

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

to Conrad 10-25-72

ARNOLD ICE CAVES ROAD–HORSE RIDGE SECTION
CENTRAL OREGON HIGHWAY
Grading and Paving

OCT 24 1972
REGIONAL OFFICE

1. Introduction

This project provides for the grading and paving of 4.359 miles of the Central Oregon Highway in Deschutes County.

A preconstruction conference for the project was held on August 31, 1972 at OSHD' Region 4 headquarters in Bend.

2. Work Completed

The clearing and grubbing work is approximately 90% complete.

The contractor has begun drilling in the vicinity of Sta 210.

10-25-72 Johnson to Young

(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

3. Work in Progress

The contractor was drilling rock in the vicinity of Sta 210. The contractor was also tending burn sites. He is burning the cleared debris.

4. Comments

Two subcontracts have been approved. They are: Peters & Wood of Pasco, Washington and Ed Choddick of The Dalles. Peters & Wood have subcontracted the grading items and Ed Choddick the fencing work.

The project traffic control signs and project identification sign were in place. The project bulletin board is located at the contractor's tool shed which is located at the east end of the project. The contractor's payrolls are current.

The west temporary connection to the existing road will be revised and extended approximately 4 stations. This change is considered necessary to provide adequate sight distance and width to provide a satisfactory transition from the new construction to the existing road.

The prime contractor has designated Mr. James W. Harmon as the EEO officer for the project. Peters & Wood have named Mr. J. Wood as their EEO representative. L. W. Vail will have two trainees on the project and Peters & Wood will also have two trainees on the project. The trainees will be assigned to the project as the work progresses.

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STATE HWY ENGR
OCT 25 '72
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Info

Form A-108 (Rev. 8-70)

STATE COPY G-1P G-9

OREGON STATE HIGHWAY DIVISION

APPROVED EFFECTIVE DATE 8-24-72
Contingent upon modification of project agreement if additional funds are

J. K. Hansen

Order for State Force Work

Contract No. 7787

APPLYING TO CONTRACT PROJECTS

Order No. 2

FEDERAL HIGHWAY ADMINISTRATION

Section Arnold Ice Cave Road - Horse Ridge Date August 21, 1972

Highway Central Oregon F.A.P. No. FLH-6(1)

County Deschutes Prefix 9-1081 Account No. 276-02

Description of Work To Be Done:

Instal permanent signing as required.

Location by Station Numbers:

Throughout project.

Estimate of Quantities and Costs:

Permanent signing $ 400.00

Explanation:

This is an anticipated item.

The work has not been done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,624,891.50	
Present estimate of project cost, including $ 400.00 for work under this order	$1,624,891.50	
Expected under-run / over-run (amount)	$ 0.00	
Expected under-run / over-run (per cent)	0	

Submitted by: R. H. Clark
Resident Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approval Recommended:
Regional Engineer

Approved:
Construction Engineer

Approved
ASST. STATE HWY. ENGR.

SP-7280-73K

7787

STATE COPY

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O.M.B. No. 04-R2089 STATE
8-10-24		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
3	8-22-72	Deschutes
		PROJECT NO.
		FLH-6(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 20 12.6 mi. easterly of Bend, easterly 5.16 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER (Specify)	6-29-72	4.359

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,481,013	$ 1,322,500

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Ahnstedt

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
Acting (Division Engineer)

G. L. Green

Date executed by Division Engineer AUG 22 1972

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid
Project No. FLH-6(1)

ARNOLD ICE CAVES RD.-HORSE RIDGE SUMMIT SECTION

ON THE CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

Salem, Oregon, August 15, 1972

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 'TC' 595+83.40 Thru Equa. 'TC' 611+17.48 = 0+00 to Sta. 213+85 and Sta. 235+98.45 to Sta. 236+95.90)

Mobilization	All Required (92%)		$ 90,160.00
Furnishing Field Laboratory Building	1 only	1,000.00	1,000.00
Temporary Protection & Direction of Traffic	All Required (92%)		5,520.00
Clearing and Grubbing	All Required (92%)		28,152.00
General Excavation	395,600 cu.yd.	1.24	490,544.00
Overhaul	44,000 C-yd.sta.	0.45	19,800.00
Finishing Roadbed & Slopes	All Required (92%)		18,400.00
Watering	3,500 M-gal.	5.50	19,250.00
Bituminous Base Mixture	12,500 ton	5.60	70,000.00
Asphalt in Bituminous Base Mixture	690 ton	39.90	27,531.00
Plant Mix Aggregate Base	120,500 ton	2.40	289,200.00
Class "B" Asphalt Concrete Mixture	26,500 ton	5.90	156,350.00
Asphalt Cement in Mixture	1,720 ton	39.90	68,628.00
Asphalt in Tack Coat	12 ton	60.00	720.00
3/4"-0 Aggregate in Prime Coat	550 cu.yd.	2.50	1,375.00
RC-250 Asphalt in Prime Coat	102 ton	55.00	5,610.00
18-inch Culvert Pipe	200 lin.ft.	6.00	1,200.00
24-inch Culvert Pipe	340 lin.ft.	8.00	2,720.00
36-inch Culvert Pipe	200 lin.ft.	12.00	2,400.00
Type 1 Modified Fence	53,200 lin.ft.	0.58	30,856.00
16' Cattle Guards	1 only	1,450.00	1,450.00
28' Cattle Guards	2 only	2,400.00	4,800.00
Guide Posts	148 only	15.00	2,220.00
			$1,337,886.00
Flagging (60% of Contractor's Cost)	All Required (92%)		$ 2,760.00
Permanent Pavement Striping	All Required (92%)		690.00
Temporary Erosion Control	All Required (92%)		1,840.00
On-the-Job Trainees (4@ $800)	All Required		3,200.00
			$ 8,490.00

	Subtotal	$1,346,376.00
	10% Engr. & Cont.	134,637.00
	Total	$1,481,013.00

Length of Project - - - - - 4.359 miles

Cost of Roadway per Mile - 339,759.81

Retained in Program Status

Slide Correction	All Required (92%)	$ 9,200.00
Permanent Signing	All Required (92%)	368.00
	Subtotal	$ 9,568.00
	10% Engr. & Cont.	956.00
	Total	$ 10,524.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,481,013.00	$1,322,500.00	$158,513.00
Retained in Program	10,524.00	-	10,524.00
Total	$1,491,537.00	$1,322,500.00	$169,037.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 94%
Group 5 - 6%

Contract No. 7787
Prefix No. 9-1081

ARNOLD ICE CAVES RD.-HORSE RIDGE SUMMIT SECTION

Nonparticipating - State Work

Mobilization	All Required (8%)			$ 7,840.00
Temporary Protection & Direction of Traffic	All Required (8%)			480.00
Clearing & Grubbing	All Required (8%)			2,448.00
General Excavation	4,400	cu.yd.	1.24	5,456.00
Overhaul	20,000	C-yd.sta.	0.45	9,000.00
Finishing Roadbed & Slopes	All Required (8%)			1,600.00
Watering	300	M-gal.	5.50	1,650.00
Bituminous Base Mixture	1,100	ton	5.60	6,160.00
Asphalt in Bituminous Base Mixture	60	ton	39.90	2,394.00
Plant Mix Aggregate Base	10,500	ton	2.40	25,200.00
Class 'B' Asphalt Concrete Mixture	2,300	ton	5.90	13,570.00
Asphalt Cement in Mixture	150	ton	39.90	5,985.00
Asphalt in TAck Coat	2	ton	60.00	120.00
3/4"-0 Aggregate in Prime Coat	50	cu.yd.	2.50	125.00
RC-250 Asphalt in Prime Coat	8	ton	55.00	440.00
24-inch Culvert Pipe	160	lin.ft.	8.00	1,280.00
Type 1 Modified Fence	4,800	lin.ft.	0.58	2,784.00
30'x48" Double Gates	2	only	200.00	400.00
Guide Posts	12	only	15.00	180.00
				$ 87,112.00
Flagging (60% of Contractor's Cost)	All Required (8%)			$ 240.00
Permanent Pavement Striping	All Required (8%)			60.00
Temporary Erosion Control	All Required (8%)			160.00
Slide Correction	All Required (8%)			800.00
Permanent Signing	All Required (8%)			32.00
				$ 1,292.00
	Subtotal			$ 88,404.00
	10% Engr. & Cont.			8,840.00
	Total			$ 97,244.00

RECEIVED
AUG 15 1972
FOR FILING

7787

August 14, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM L. H. Young
Programing Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of August 4, 1972, is requested in the award of contract for the Arnold Ice Caves Road-Horse Ridge Section, Project No. FLH-6(1).

The contractor receiving the award is L. W. Vail Co., Inc., in the amount of $1,424,998.00, with Contract No. 7787 assigned. This bid was received on July 27, 1972 and awarded on August 8, 1972.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement

Date _____
I concur in the award.

G. L. Green
Acting Division Engineer

CL:js

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AUG 11 1972
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7787

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
Robert Clark
William Geibel (SAIF)

August 8, 1972

L. W. Vail Company, Inc.
P. O. Box 847
Pasco, Washington 99301

Gentlemen:

The State Highway Commission on August 4, 1972, accepted your proposal on the Arnold Ice Caves Road-Horse Ridge Section of the Central Oregon Highway in Deschutes County for the sum of $1,434,998 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval was received and the Administrator of Highways August 7 awarded you the project, which has been assigned Contract No. 7787.

You are reminded of the requirements included in the EEO Special Provisions for On-The-Job Training . The fourth paragraph of the Special Provision requires that you must received approval of ". . . .the number of trainees to be trained in each selected classification . . . ." before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

CON BND 83 XXXXXXX82 7-19-72 8-37 AM

DON TROUT

RE ARNOLD ICE CAVES RD.-HORSE RIDGE RE YOUR TELETYPE NO. 35 DATED 7-10-72, THE ANSER IS NO.

J F PUTNAM
PB17
88.

Hall
A. Olson
Terpin
Scott
Swenson
K. Olson
Trout

RECEIVED
JUL 19 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not file ☐
Return To
Bring Up ___/___/___
Other

RE ARNOLD ICE CAVE RD.-HORSE RIDGE

ARE THERE ANY CONTINUOUSLY FLOWING STREAMS IN THE PROSPECTIVE MATERIAL SOURCE THAT WILL REQUIRE A DIVISION OF STATE LANDS REMOVAL/FILL PERMIT. REPLY REQUESTED.

DON TROUT

FR57
38.

.BNM

BND [redacted] CON [redacted] 35 [redacted] 7-18-72 [redacted] 11.05 AM

J F PUTNAM

RE [redacted] ICE CAVE RD.- HORSE RIDGE

ARE THERE ANY CONTINUOUSLY FLOWING STREAMS IN THE PROSPECTIVE MATERIAL SOURCE THAT WILL REQUIRE A DIVISION OF STATE LANDS REMOVAL/FILL PERMIT. REPLY REQUESTED.

DON TROUT

FR 37/88.

RECEIVED
JUL 6 - 1972
FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-29-72

FROM: G. L. GREEN, ACTING DIVISION ENGINEER, SALEM, OREGON	PROGRAM NO.	FEDERAL AID PROJECT NO. H-6(1)
	ITEM NO. PL-12	STATE PROJECT NO. ARNOLD ICE CAVES - HORSE RIDGE SECTION
		COUNTY NAME
		PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO: 17-87

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
JUNE 29, 1972	JUNE 29, 1972	PRIMARY ROUTE 21 / CENTRAL OREGON HIGHWAY ROUTE #7

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK: AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $2,760 - TEMPORARY EROSION CONTROL $1,840 - ON THE JOB TRAINING $3,200 AND PERMENANT PAVEMENT STRIPING BY STATE FORCES $690 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

[ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS

[X] OTHER (Specify) CONTRACTOR'S FLAGGING $2,760.00
TEMPORARY EROSION CONTROL $1,840.00
ON THE JOB TRAINING $3,200.00
PERMENANT PAVEMENT STRIPING BY STATE FORCES $690.00

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS:

MR. YOUNG'S JUNE 28, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

7-6-72
Young

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-29-72		ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

TRANSACTION NUMBER 6-111

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-29-72

BY (Signature): MR. YOUNG'S JUNE 28, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS PUBLIC LANDS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 12 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
12	FLH-6(1)	5.16	1,852,500	1,322,500	ARNOLD ICE CAVES ROAD-HORSE RIDGE SECTION DESCHUTES COUNTY	GRADE, DRAIN, 2-12' LANES HIGH TYPE PAVEMENT WITH 10' SHOULDERS.

7-3-72
Young

REMARKS (Division)

THE PUBLIC LANDS FUNDS OF $1,322,500 ALLOCATED SHALL NOT BE EXCEEDED EXCEPT AS PROVIDED FOR IN PPM 24-1.

6-29-72

PREPARED 6-29-1972 1987

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		6-29-72	G.L. GREEN, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID P
(PPM

June 28, 1972

CARD 2	REPORT NUMBER (18)–(20) 1	PROJECT LOCATION (45 typewriter spaces) (21–66) US 20 12.6mi. E'ly of Bend, E'ly 5.16mi.					ADT	PRESENT 1,150	FUTURE (66) 2,100	(70)	YEAR (71) 92		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28–62) Gr., Dr., High-type Pave		NATL. FOREST (63)–(68)	FR ROUTE NO. (69)–(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (73)		EMERG. YR. (72)–(73)		PL. AUTH (74)		
CARD 4	CLASS OF FEDERAL FUNDS: Public Lands								COUNTY NAME: Deschu				
	NAME OF URBAN AREA (17–31)								ROUTE NO. P		FEDERAL-AID 21		

CARD 5	LINE NO. (14–15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED PROJECT CO: TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (67)–
5					PE		US 20 12.6mi. E'ly of Bend, E'ly 5.16mi.			
5					ROW					
5					CONST (CODE) 6203		"Arnold Ice Caves Rd.- Horse Ridge Section"	5.16	1,852,500	1,322,500
							PROJECT TOTALS	5.16	1,852,500	1,322,500

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

1972

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
5.16mi.	ADT	1,150	2,100	92	10	Oregon	35	610	12

SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR | PROJECT NUMBER: PREFIX LETTER(S) FLH- | NUMBER 6 | SEQ. NO. (1) | POST MI. | DESIG. | T. Projects Only

COUNTY NAME: Deschutes — CODE 017

ROUTE NO. P 21 — FEDERAL-AID — STATE 7 — U.S. 20

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr., Dr., 2-12' lanes H.T. pave with 8' shldrs.
					ROW - 200' normal; Access control - partial; Parking restrictions- none.
5.16	1,852,500	1,322,500	530,000		
5.16	1,852,500	1,322,500	530,000		

REMARKS

- over -

USCOMM DUSCOMM-DC 46908-P61

ARNOLD ICE CAVES ROAD - HORSE RIDGE SECTION
PROJECT No. FLH-6(1)

Existing Facility:

Proposed Facility_ _ _ Located line only.
Traveled Way_ _ _ _ _ 2-11' lanes bituminous surface with 2' shoulders.

Adjacent Section:

Westerly End_ _ _ _ _ Same as above described traveled way
Easterly End_ _ _ _ _ Connects to Project F-147(16). 2-12' lanes high-type pavement with 8' shoulders

Project Data:

The work consists of grading and draining two 12-foot lanes, high-type pavement, with 8-foot shoulders. This work is on new alignment.

Note: There is one portion on State-owned land which will be included in the project and constructed, to the same standards, with State funds.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas:

None involved.

Environmental Sta

Not required
approval was

Clearinghouse Rev

Not required
50-1-70 as a
prior to Sept

Public Hearing an

FHWA agreed
the project
prior to iss
further acti

Note:

On-the-job t
7-2(2), on t
the number s

ARNOLD ICE CAVES ROAD - HORSE RIDGE SECTION
PROJECT No. FLH-6(1)

y.
minous surface
s.

scribed traveled way
ject F-147(16). 2-12'
pavement with 8'

ng two 12-foot lanes,
rs. This work is on

ned land which will be
tructed, to the same

velopments, Historical

Environmental Statement:

Not required under the provisions of PPM 90-1, as design approval was granted prior to January 1, 1970.

Clearinghouse Review:

Not required under the provisions of paragraph 2b of IM 50-1-70 as all of the required right-of-way was acquired prior to September 30, 1969.

Public Hearing and Location/Design Approval:

FHWA agreed in their Memorandum of January 2, 1970, that the project had developed beyond the design approval stage prior to issuance of the current PPM 20-8 and therefore, no further action under that PPM is required.

Note:

On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

RECEIVED
JUN 16 1972

7787

June 16, 1972

To Oregon State Highway Commission

From F. B. Klaboe
Acting State Highway Engineer

Subject Federal Lands Highway Funding
Arnold Ice Cave Rd.-Horse Ridge Sec., Central Oregon Highway
S.Fk. Malheur River-Malheur Caves Rd. Sec., Steens Highway

On April 19, 1972, we were advised by the Federal Highway Administration that funds were allotted for these two projects and that it is anticipated the funds will be released after July 1, 1972. We have completed the surveys, cleared the necessary Federal-Aid regulations, and are preparing plans for a letting as soon as funds are available for the following projects:

Arnold Ice Cave Road-Horse Ridge Section, Central Oregon Highway. Project 5.16 miles in length. Roadway construction: two 12-foot travel lanes with 8-foot shoulders. The FLH allotment is $1,322,500 and the estimated cost for the State's share is $530,000, for a total estimated cost of $1,852,500.

S. Fork Malheur River-Malheur Caves Road Section, Steens Highway. Project 4.94 miles in length. Roadway construction: two 12-foot travel lanes with 4-foot shoulders. The FLH allotment is $413,000; however, FLH lands within the project will only permit an FLH share of $326,000 and an estimated State cost of $224,000, for a total estimated cost of $550,000.

I recommend these projects for construction and letting as soon as FLH funds are released and request your authorization to use State construction funds for our share in the participation.

This matter will be on the agenda for your consideration at the June 27 meeting.

cc Floyd Query
George M. Baldwin — L. H. Young — Ben Gifford
Tom Edwards — Frank L. Hall — Gary Ross
E. S. Hunter — Vern Skoog — Gary Sund

BLG:js ms

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701

DATE May 26, 1972

SUBJECT:

To: Frank Terpin
Final Design Engineer
S A L E M

FROM J. F. Putnam
Regional Engineer

SUBJECT Arnold Ice Caves-Horse Ridge Section
Central Oregon Highway
Deschutes County

In reply to your letter of April 27, we have contacted the Bureau of Land Management regarding their approaches, and will have all of the corrections on the preliminary plans which were recently sent to us.

At this time, they are requesting one additional metal cattle guard over the two shown on the plans, and have eliminated one of the approaches.

JFP:Pb

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MAY 30 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receipt Keep ☐
Do not File ☐
Return To
Bring Up
Other

RECEIVED
JUN 5 - 1972
FOR FILING

Form FHWA-121 (
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7767

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 26, 1972

In reply refer to: 10-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Project Base Design
Arnold Ice Cave Road, Horse Ridge Section
Central Oregon Highway
Deschutes County

The base design for the above project has been reviewed and is considered adequate. It is noted that a final application of 2" of asphaltic concrete is to be placed later to bring the section to the final design thickness.

A reasonable schedule for completion of the section to full design thickness based on anticipated traffic volume and other considerations should be included with the project base design.

6-5-72

Walter Ley Hall

RECEIVED
JUN 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
May 15, 1972

To: Harold Brainerd
Right of Way Supervisor

B E N D

SUBJECT: Arnold Ice Caves-Horse Ridge Section
Central Oregon Highway
Deschutes County

We recently received a request from the Salem office to contact the Bureau of Land Management and ascertain the exact location of the sheep and cattle crossing contained in the original detail of grant.

Resident Engineer R. H. Clark contacted Mr. Dwight Connely of the BLM and met him on the site. It now appears that they are attempting to obtain cattle guards rather than gates. A copy of Mr. Clark's report and also copies of the original grant and other correspondence regarding these crossings are attached. It is my feeling that the BLM has reneged on the original agreement and that the cost of the cattle guards plus fence is fast approaching the value of the land.

Will you please contact these people and see if you can get this matter straightened out.

J. F. Putnam
Regional Engineer

JFP:pb

Attachments

cc: Frank Terpin

NOTED
L. K. WATSON

1 Hall
A. Olsen
2 Terpin
Scott
3 Swenson
R. Olson
Trout

RECEIVED
MAY 16 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up __/__/__
Other

J.F. Putnam 5-5-72

I met this morning with Dwight Connely, Area Manager, and Floyd DeWitt, BLM, on the Arnold Ice Caves- Horse Ridge Section, regarding Crossings etc:

The crossings amount more as access points to grazing areas. Gates and cattle guards were discussed, and they (BLM) are against gates, mainly too many are left open.

Cattle guards were requested:

Southerly Side Approx. Sta. 603+50
Northerly Side Approx Sta 600+00
Northerly Side Approx. Sta 174+50
Southerly Side Approx Sta 250+00

The two guards on the southerly side are provide access to the existing ~~road~~ highway

At the time this right of way on this unit was obtained Deschutes County had parts of Sec 3 & 4 and they requested access at 174+50 both sides. However, this area was traded to BLM in one of their land swaps. BLM wants only access to the northerly side, as that allotment to the south can be served from the old highway-

The above stations are approximate only, exact location will be determined when we re-stake the line and can match the existing roads, now used.

Fencing was also discussed, and as has been brought out before, because of the deer migration in this area, we should specify a Modified Type I fence. The bottom strand to be not less than 18" above the ground and the top strand not over 48" above the ground, 42" being preferred.

The BLM, on fences they build, have been spacing the line posts 22-feet instead of 16.5, with 2 stays between, for flexibility.

Even ecology got into it. I was ask if we could specify plain green posts, with no white tops. I suppose this can be done.

R. H. Clark.

RECEIVED
MAY 2 2 1972

7787

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Arnold Ice Cave Rd. - Horse Ridge
Highway: Central Oregon (FAR 21)
County: Deschutes
Prefix: 9-1416

Res. Engr. R. H. Clark
Approx. Length 6.0+ miles
Sta. _____ to Sta. _____
Date May 10, 1972

Mean Truck A.D.T. 189.0
Traffic Coefficient 8.4
18 kip s. a. per day 74.2

Annual Precipitation 11"± (Bend)
Frost Penetration 30"±
CBE Total Requirement 27.5"

(1)

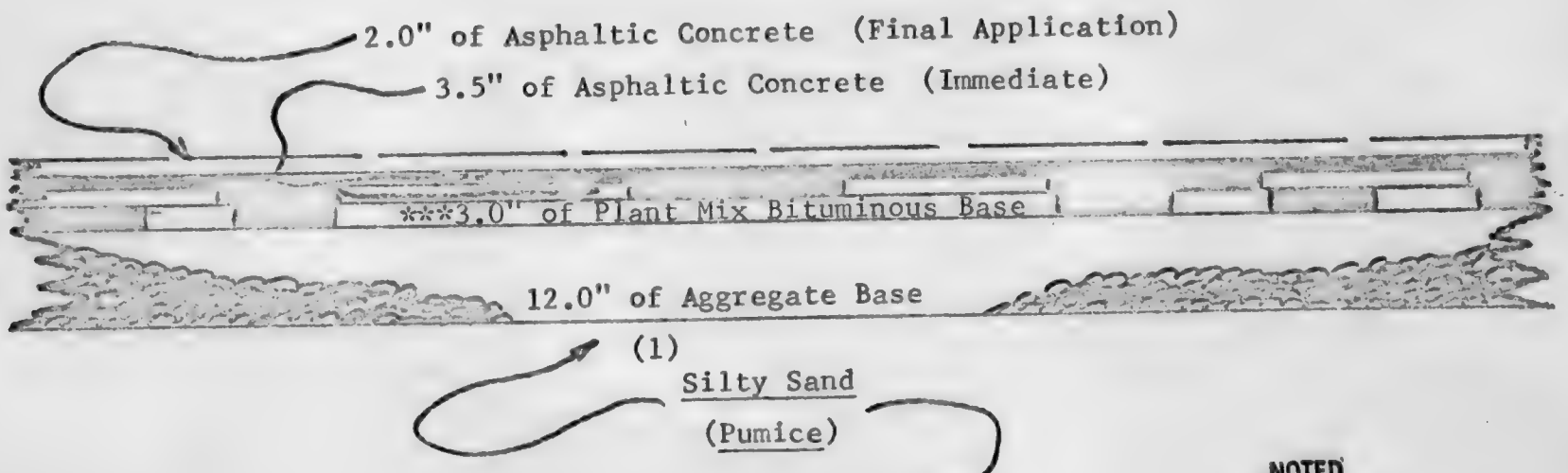
Typical Soil	
NP	LL
NP	PI
97	%P 10
26	%P 200
3	% Gravel
15	% C Sand
56	% F Sand
20	% Silt
6	% Clay
*8	R Value
A-2-4	AASHO Classif.

Materials Source:

A State-owned source is located at M.P. 18, and additional State-owned or controlled sources are in close proximity to the project.

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C. (F.A.)
7.0	3.5	A.C. (I.)
4.5	3.0	P.M.B.B.
12.0	12.0	A.B.
27.5	20.5	

STRUCTURAL SECTION



RECEIVED
MAY 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

Submitted by C. J. Berg
Base Design Engineer

Recommended by _____
Engineer of Materials and Research

Recommended by _____
Location Engineer

Approved by _____
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

SECTION: Arnold Ice Cave Rd.- Horse Ridge

HIGHWAY: Central Oregon (FAR 21)

COUNTY: Deschutes

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	PMBB	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
7.0 - 8.0	3.5"	3.0"	---	13.0"	24.5"	19.5"
6.0 - 7.0	3.0"	---	2.0"	13.0"	21.0"	18.0"
4.8 - 6.0	2.0"	---	2.0"	12.0"	18.0"	16.0"
Cars Only	2.0"	---	2.0"	**11.0"	13.0"	15.0"

** Increased until the total surfacing thickness equals approximately one-half the depth of frost penetration.

---

* Based on resiliometer tests.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
***1.0"	Plant Mix Bituminous Base	=	1.5"	Aggregate Base
1.0"	Cement Treated Base	=	1.5"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

*** Based on the mix being made from natural uncrushed material.

TRAFFIC ANALYSIS

SECTION: Arnold Ice Cave Rd.- Horse Ridge

HIGHWAY: Central Oregon (FAR 21)

COUNTY: Deschutes

1150 Present ADT (19 72)

11.5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	50	1.83	92	71	450	31,950
3	15	1.83	27	21	1000	21,000
4	10	1.83	18	14	1250	17,500
5	55	1.83	101	78	3180	248,040
6	3	1.83	6	5	2570	12,850
				189	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 331,340

TWENTY YEAR EWL 6,626,800

TRAFFIC COEFFICIENT 8.4

SECTION: Arnold Ice Cave Rd.- Horse Ridge

HIGHWAY: Central Oregon (FAR 21)

COUNTY: Deschutes

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: See remarks.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison has been made for this project.

Traffic does not warrant the use of C.R.P.C.C.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 27, 1972

TO J. F. Putnam
Region Engineer
P. O. Box 1249
Bend, Oregon 97701

FROM Frank E. Terpin
Final Design Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

SUBJECT Arnold Ice Caves Rd.-Bores Ridge Section
Central Oregon Highway
Deschutes County

As discussed in our telephone conversation I am sending you the deed information concerning the State's obligation to establish a cattle crossing and a sheep crossing on the subject project. Will you please contact the BLM and review the matter with them and make a recommendation to this office as to the location and design details of the crossings.

FET:jh
cc: V. D. Wolfe
J. R. Oakes
L. K. Watson

1 Hall
A. Olson
Terpin
Scott
Stevenson
R. Olson
Trout

RECEIVED
APR 27 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

.BNM

SND LRW 129 10-20-64 10:29AM

DEAN SWIFT

RE TIYR XX YOUR LETTER OF 10-19-64, 30XX36033-ARNOLD ICE CAVES

BUD LEE OF BLM BY HPONE 10-19-64 ADVISED 2, -XX 16FT GATES, 1 EACH SIDE SUFFICIENT FOR STOCK CROSSING IN SEC. 25. HOWEVER, NEED SHEEP CROSSING AT FOOT OF BROTHER HILL THAT WAS OVERLOOKED IN DECISION. BLM WILL GIVE AMENDED DECISION AFTER CONFERRING WITH DON ROBINS. WE ARE WAITING FOR SOMETHING IN WRITING FROM BLM. THEY THINK MORMON GATES MAY BE SATISFACTORY.

EARL F SALING

JM
?..

BRING UP
12-21-1964
E. F. Saling

NOTED
E.F. SALING

IN REPLY REFER TO:

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
District Office
P. O. Box 37
Prineville, Oregon

RECEIVED
OCT 22 1964
RIGHT OF WAY

October 20, 1964

Mr. Earl F. Saling
Right-of-Way Office Manager
Oregon State Highway Dept.
Salem, Oregon

Dear Sir:

This letter refers to our telephone conversation of October 19 concerning stock crossings on the Arnold Ice Caves-Fort Rock Road Section, Central Oregon Highway.

The needs of livestock operators for crossings are stated as follows:

1. In Section 25, T. 18 S., R. 13 E., in an exact location to be determined by the State Highway Dept., a crossing for which cinch type wire gates one rod in width will be furnished in the right-of-way fence on either side of the highway.

2. In NW¼, Sec. 11, T. 19 S., R. 14 E., a sheep crossing exists which will require opposing gates in the right-of-way fences. These gates may be double cinch type wire gates of one rod each with a center post which will result in a 33' opening.

We thank you for your cooperation in this matter and hope this clears up the questions you have concerning the right-of-way grant.

Sincerely yours,

Roland F. Lee
for

Donald Z. Robins
District Manager

100.7L
Oregon 013793
(17.0)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Land Office
710 N. E. Holladay Avenue
Portland 12, Oregon

File No. 36083

Right of Way
File No.
RW 25874

DECISION October 7, 1964

RIGHT OF WAY GRANTED

Details of Grant

Serial number of grant - - - - - - - - - - Oregon 013793

Name of grantee- - - - - - - - - - - - - - Oregon State Highway Department

Map showing the location and dimensions of grant:

Map designations - - - - - - - DRG. No. 10C-43-1 marked "Exhibit A"

Date filed - - - - - - - - - - November 15, 1963

Permitted use by grantee - - - - - - - - Federal Aid Highway

Authority for grant- - - - - - - - - - - - Act of Aug. 27, 1958 (72 Stat. 885 et seq.; 23 U.S.C. 317)

Regulations applicable to grant:

Code reference - - - - - - - - 43 CFR 2234 (formerly Sec. 244, Subparts A and G)

Circular numbers - - - - - - - 1915, 2001, 2004, 2012, 2069 and 2084

Date of grant- - - - - - - - - - - - - - - October 7, 1964

Expiration date of grant - - - - - - - - October 7, 2014

DOCUMENT NO. 54273
FEE $ 2.00 Abstract Co.
BOOK OF Deeds NO. 141 PAGE 167

Terms and Conditions of Grant

Pursuant to the authority vested in the undersigned by Order No. 684 of the Director, Bureau of Land Management, dated August 28, 1961 (26 F.R. 8216), a right of way, the details of which are shown above, is hereby granted, subject to the following terms and conditions:

1. All valid rights existing on the date of the grant.
2. All regulations in the circulars specified above.
3. Further terms and conditions as follows:

(1) The State Highway Department at the expense of the State, shall construct and maintain gates, to the satisfaction of the authorized officer of this Bureau, in the right-of-way fencing at each side of the stock trail indicated below.

By this instrument, the United States (23 U.S.C. 107(c) does hereby appropriate, remise and release to the State, during such time as this right-of-way shall be needed and used for highway purposes, all existing, future and potential underlying owner's and abutter's rights or easements of access to, from, and across the underlying lands and to, from, and between the abutting lands of the United States; reserving, however, to the United States such underlying land owner's and abutter's rights and easements, during such time as the United States shall own the property underlying or abutting upon said right-of-way, as are reasonably necessary, in the judgment of the authorized officer of the Bureau of Land Management, at the following places for the purposes indicated for the use of itself, its permittees, licensees, or agents.

Hwy. Engr. Sta.	Side of Hwy.	Width	Purpose

Land Office
710 N. E. Holladay Avenue
Portland 12, Oregon

Right of Way File No.
RW 2.5874

DECISION October 7, 1964

RIGHT OF WAY GRANTED

Details of Grant

Serial number of grant - - - - - - - - - - Oregon 013793

Name of grantee- - - - - - - - - - - - - - Oregon State Highway Department

Map showing the location and dimensions of grant:

Map designations - - - - - - - - DRG. No. 10C-43-1 marked "Exhibit A"

Date filed - - - - - - - - - - - November 15, 1963

Permitted use by grantee - - - - - - - - Federal Aid Highway

Authority for grant- - - - - - - - - - - - Act of Aug. 27, 1958 (72 Stat. 885 et seq.; 23 U.S.C. 317)

Regulations applicable to grant:

Code reference - - - - - - - - - 43 CFR 2234 (formerly Sec. 244, Subparts A and G.)

Circular numbers - - - - - - - 1915, 2001, 2004, 2012, 2069 and 2084

Date of grant- - - - - - - - - - - - - - - October 7, 1964

Expiration date of grant - - - - - - - - October 7, 2014 [illegible]

DOCUMENT NO. 54733 BOOK OF Circle 14 PAGE 147

Terms and Conditions of Grant

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2. All regulations in the circulars specified above.
3. Further terms and conditions as follows:

(1) The State Highway Department at the expense of the State, shall construct and maintain gates, to the satisfaction of the authorized officer of this Bureau, in the right-of-way fencing at each side of the stock trail indicated below.

By this instrument, the United States (23 U.S.C. 107(d) does hereby appropriate, remise and release to the State, during such time as this right-of-way shall be needed and used for highway purposes, all existing, future and potential underlying owner's and abutter's rights or easements of access to, from, and across the underlying lands and to, from, and between the abutting lands of the United States; reserving, however, to the United States such underlying land owner's and abutter's rights and easements, during such time as the United States shall own the property underlying or abutting upon said right-of-way, as are reasonably necessary, in the judgment of the authorized officer of the Bureau of Land Management, at the following places for the purposes indicated for the use of itself, its permittees, licensees, or agents.

Hwy. Engr. Sta.	Side of Hwy.	Width	Purpose
413+54 ± Future	South	25 ft.	Unrestricted
Within Sec. 25 of T. 18 S., R. 13 E., W. M.	North and South	100 ft.	Stock Trail

Encs. Lstd. Circs. Form 1510-11
Orig. File
Dup. Orig. Grantee w/map
cc . Director cc. D.M. Prineville cc: BPR (3)

Douglas E. Henriques /s/
Land Office Manager

FILE COPY

RECEIVED
MAR 30 1970
FOR FILING

7787

March 30, 1970

Oregon State Highway Commission

Gentlemen:

We are proposing to make application for the annual allotment of Federal Lands Highway Funds. The projects to be covered are on the Central Oregon Highway from Horse Ridge to Arnold Ice Cave Road, and improvement of the Steens Highway from the South Fork of the Malheur River to the Malheur Caves Road.

It is proposed that the Arnold Ice Cave-Horse Ridge project be given No. 1 priority. This project, 5.01 miles in length, is expected to cost $1,255,000, of which $105,000 will be State funds. The No. 2 priority, South Fork Malheur River-Malheur Caves Road, a distance of 4.75 miles, can be constructed at a cost of $430,000, $69,000 of which will be State funds.

As you are aware, the last few allotments of FLH funds have ranged from $500,000 to $700,000. The No. 1 priority job must be built in its entirety in order to provide a usable segment of the highway system.

Chairman Jackson approved this application on March 24. The matter will be on the agenda for confirmation at the April 21 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
L. H. Young
F. D. Morgan
D.J. Barbee
J. F. Putnam
H. S. Coulter

FBK:srb:sr

RECEIVED
MAR 26 1970
FOR FILING

7787

Mailed 3-25-70

March 18, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Application for Federal
Lands Highway Funds
Projects FLH-6 and FLH-8
on the Central Oregon (US 20) &
the Steens (Ore. 78) Highways

Dear Sir:

We hereby make application for an allotment of Public Lands Highway Funds to be used in the improvement of a section of the Central Oregon Highway, US 20 (FAP 21) in Deschutes County and a section of the Steens Highway, Ore. 78 (FAS 455) in Harney County. The priority, supporting data and required Federal Lands Highway Funds for each proposed project are set forth hereinafter.

Priority No. 1

Project FLH-6(1), Arnold Ice Cave-Horse Ridge Section of the Central Oregon Highway, US 20 (FAP 21), Mile Point 12.59 to Mile Point 18.01 in Deschutes County. This section of highway is to be reconstructed on new alignment as shown on the attached map showing proposed Project FLH-6(1). The right of way for the improvement has already been acquired from the Bureau of Land Management (BLM) and private owners.

The need for modernizing this section of highway is becoming more critical each year due to its substandard travel lane width, lack of adequate shoulder area and numerous short 200-300 foot vertical curves which create an ever-increasing hazard to the traffic using this section.

1. The existing section of the highway consists of a 22-foot bituminous surface with 2-foot gravel shoulders. It was constructed in 1931 under Project FAP 1478, with a 2-inch road mix bituminous surface, and was resurfaced in 1960 with a 3/4-inch oil mat. The roadbed is generally 28 feet in width. The depth of the surface and base is approximately 10 inches (2-3/4 inches bituminous treated surface and 8 inches of base material).

This existing highway has a present average daily traffic (ADT) of 920 vehicles (the 20-year projection is 1650) of which approximately 14 percent are heavy trucks. The open sparsely populated area encourages high vehicle speeds, both auto and truck. This section of highway is on a "main route" (US 20) east and west through the central part of Oregon from Idaho to the Pacific Ocean.

2. The proposed project to reconstruct this section on a new alignment will provide a highway facility compatible with present safety standards as well as current standards for the predicted 1970 ADT of 750 vehicles with a 20-year projection of 1350 vehicles. The existing section of highway facility will remain to service the local area.

The proposed standards for the construction of the relocated section is as follows:

Roadbed Width	56 feet
Pavement Width	24 feet
Shoulder Width (paved)	8 feet
Base and Pavement Depth . .	17 inches (3-1/2 inches AC pavement, 13-1/2 in. of rock base)

3. The present and projected (20 years) traffic justifies the improvement of this section of the highway to the standards (see paragraph 2 above) as adopted by AASHO April 21, 1969, "Geometric Design Standards for Highways Other Than Freeways." A further justification for improvement is the fact the adjacent section to the southeast over Horse Ridge summit was improved in 1964 to the proposed design standard with climbing lanes over the summit, thus westbound traffic is subjected to the hazard created by the existing substandard 22-foot surface and narrow 2-foot gravel shoulders.

The Highway Division is of the opinion that the reconstruction of this section of highway on new alignment will best serve the public, and the necessary right of way has already been acquired. The Bureau of Public Roads in Salem is aware of this fact by previous correspondence with the Highway Division.

Priority No. 2

Proposed Project FLH-8(4), South Fork Malheur River-Malheur Caves Road Section of the Steens Highway, Ore. 78 (FAS 455), Mile Point 48.52 to Mile Point 53.27 in Harney County.

1. This section of highway was constructed under Project S-53(4) in 1959. It is substandard as to roadbed width and particularly as to surface stability. Vehicle speeds on this section are high, which creates hazardous conditions.

a. The present facility consists of a 20-foot O-9 type oil mat wearing surface (originally 3/4-inch thick, by maintenance has been increased to approximately 1.3 inches in depth) which is too light and is showing constant distress. The shoulders are gravel of approximately 2.5 feet in width.

b. The 1970 average daily traffic is 150 vehicles with a projected 1990 average daily traffic of 240 vehicles. Heavy truck (five-axle or more) comprise 13% of the present average daily traffic.

c. The southeasterly end of the proposed project (MP 53.27) connects to a 1968 State project consisting of two 12-foot lanes with 4-foot paved shoulder.

2. The proposed standards for the reconstruction of this section are as follows and are in conformance with standards adopted for the present and projected traffic.

Roadbed Width	42 feet
Pavement Width	24 feet
Shoulder Width	4 feet (paved)
Pavement and Base Depth . .	3-1/2 inches AC surface; 4-inch rock leveling course; 10-inch rock base (existing bituminous roadway used as base for AC surface where possible).

3. This highway has the characteristics of a through highway as our traffic records indicate 40% of the light vehicles utilizing the route are from out of state. It provides a vital link for Oregon to the Boise and Salt Lake area of Idaho, as well as a convenient route to Interstate Highway 80 at Winnemucca, Nevada. In addition to its through traffic characteristics, it provides direct access for livestock ranchers of southeastern Oregon to the Portland market, as well as the necessary facilities as offered by the city of Burns, i.e., railroad, shopping, medical, machinery, seed and feed, etc.

No State, local or Federal funds, other than Public Lands Highway funds, are available or expected to be available soon in amounts sufficient to finance more than the portions within the limits of the projects which do not qualify for Public Lands Highway funds due to the need and greater demand for such funds on highways in more populous areas.

In view of the information set forth, we wish to apply for Public Lands Highway funds, which will be supplemented with necessary State funds to give the projects continuity, on the following basis and priority.

Attached is a sketch map for each of the sections proposed for improvement.

Priority & Unit	Highway or Route	MP-MP	Length - Miles			Funds		
			Total	FLH	State	FLH	State	Total
#1 Arnold Ice Cave-Horse Ridge	FAP 21	12.59 to 18.01	5.01	4.60	0.42	$1,150,000	$105,000	$1,255,000
#2 S. Fk. Malheur R.-Malheur Caves Rd.	FAS 455	48.52 to 53.27	4.75	3.99	0.76	$ 359,100	$ 68,400	$ 427,500

Oregon, as you are aware, is one of the major public lands states, with 52% of its area in Federal-owned lands. In this connection, we would like to point out that since the Public Lands Act of 1950, $136,600,000 has been authorized for appropriation through fiscal year 1970, with Oregon's allocation being $3,831,526, or 2.8% to date.

It is our belief that the above-listed projects meet all of the established criteria for financing from Public Lands Highway Funds and we request that an allotment for each highway project, in the amounts as shown, be made to Oregon from the next available funds.

It is further requested that the allocation of Public Lands Highway Funds for Priority No. 1, Project FLH-6(1), Arnold Ice Cave-Horse Ridge Section on the Central Oregon Highway, be in the full amount as shown above inasmuch as this project is on a new alignment and the complete section must be constructed to provide a usable improvement.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosures

cc: R. L. Porter
F. B. Klaboe
Tom Edwards
V. E. Skoog
L. H. Young
R. N. Chase
B. L. Gifford

RNC:1a

7787

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 2, 1970

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klabor

SUBJECT: Oregon Project F-147(-)
Arnold Ice Cave Rd - Horse Ridge Section
Central Oregon Highway
Location-Design Approval

The information furnished in Mr. Young's December 16, 1969 letter has been reviewed and it is agreed that the subject project had developed beyond the design approval stage prior to the issuance of the current PPM 20-8 and therefore, no further action under that PPM is required.

1-6-70

REFERRED TO

By Asst. State Hwy. Engr

RECEIVED
JAN 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

December 16, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Location/Design Approval
Arnold Ice Cave Road-Horse
Ridge Section
Project F-147(-)
Central Oregon Highway (US 20)
Deschutes County

Dear Sir:

We request your concurrence that the actions on the subject project had progressed prior to January 14, 1969, the effective date of the current PPM 20-8, beyond the point where design approval would have been given under the current PPM 20-8 based on the following data, and therefore no further action is required for the project under the current PPM 20-8.

1. A public hearing was not required for the project under PPM 20-8 and PPM 20-8(1) dated August 10, 1956 and June 16, 1959, respectively.

2. The Highway Commission, having considered the social, economic and environmental effects, approved the survey of the project on June 10, 1963 for advance right-of-way purchase on the overall section from Arnold Ice Cave Road to Horse Ridge. The design criteria selected consisted of two 12-foot lanes of high-type pavement with 8-foot shoulders. Copy of the Survey Approval Map is enclosed.

3. The field survey of the project was completed April 12, 1963.

4. All the required right of way for this project was acquired by February, 1968, based on the design criteria in paragraph 2 above.

5. This project is the northerly unit of the survey, Arnold Ice Cave Road-Horse Ridge Section. The grading and paving of the southerly unit, Horse Ridge Summit Section, Project No. F-147(16), was contracted in April, 1964, using the design criteria in paragraph 2 above.

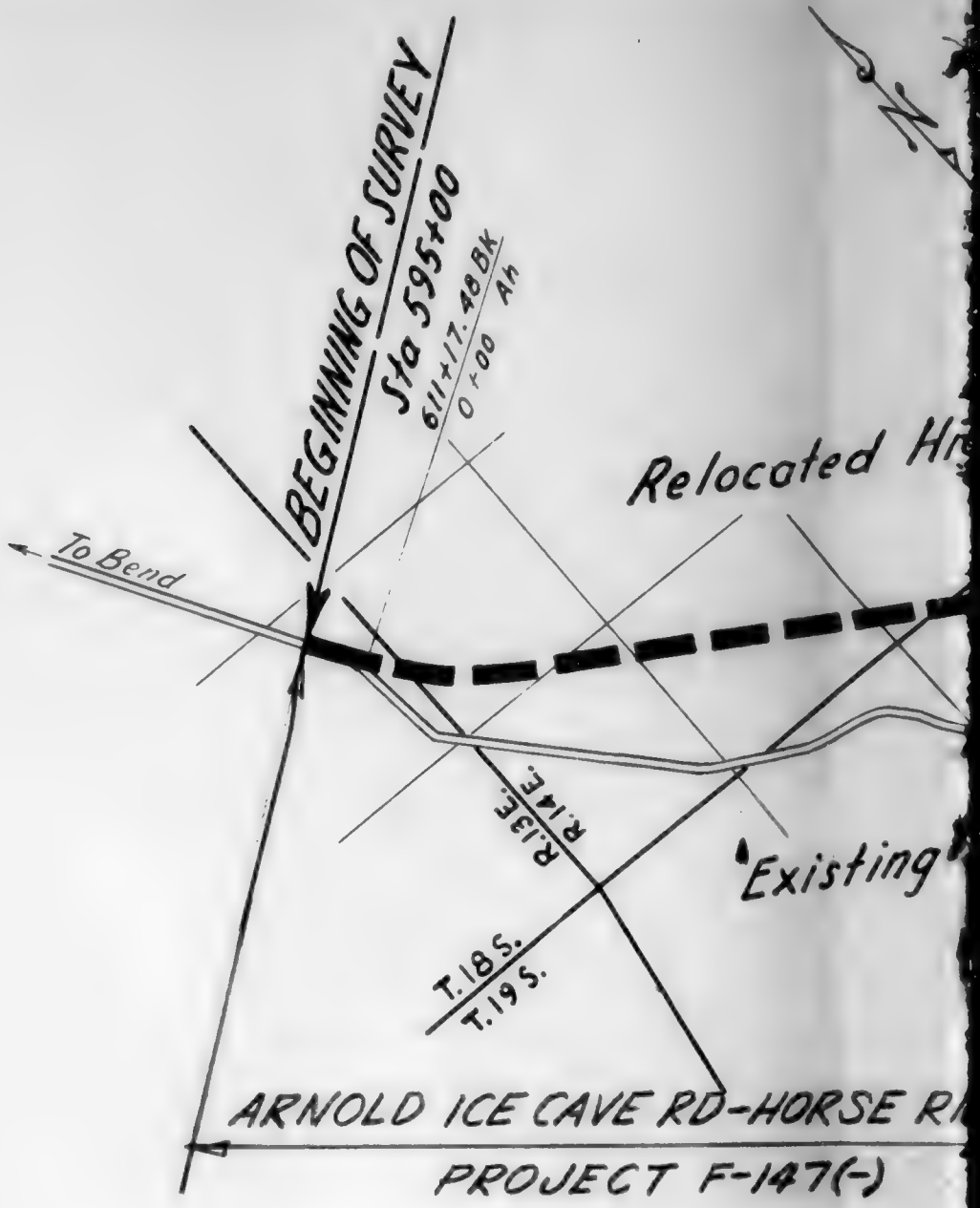
Very truly yours,

Forrest Cooper
State Highway Engineer

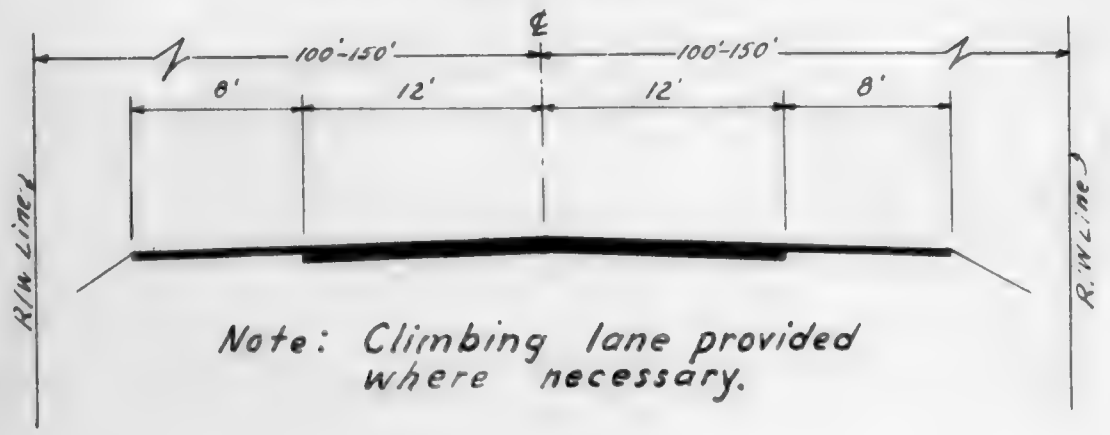
By

L. H. Young
Program and Planning Engineer

cc: F. B. Klaboe
D. J. Barbee
R. W. Ellison
B. L. Gifford
Encl. R. N. Chase
RNC:dg



TYPICAL SECTION



Note: Climbing lane provided where necessary.

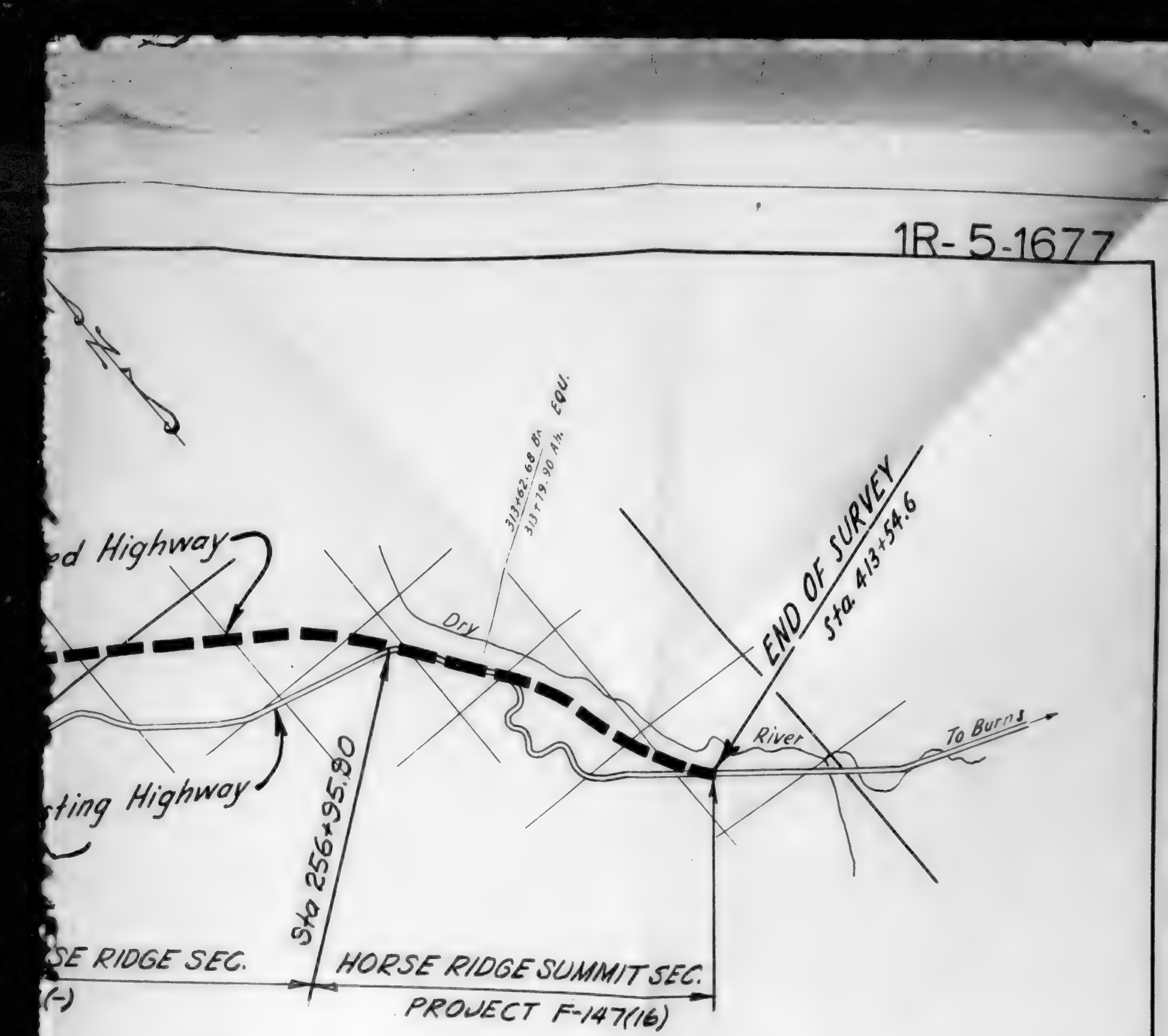
Public Hearing _ _ _ _ _
System Action
County _ _ _ _ _ _
State Highway Commission
Bureau of Public Roads

Throughway Resolution _ _
Access Control _ _ _ _

APPROVED

_ _ _ _ _ _ _ _ _ _ _ _
DEPUTY STATE HIGHWAY ENGINE
Date: _ _ _ _ _ _

1R-5-1677



(-)

	None Required
	None Required
mission	None Required
Roads	None Required
	None Required
	Limited

VED

ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

ARNOLD ICE CAVE RD.-HORSE RIDGE SEC.

CENTRAL OREGON HIGHWAY

DESCHUTES COUNTY

Scale: 1"=Mile May, 1963

DRG. NO. 1R-5-1677

For Details See Drg. No.

7788 Wells Cr.-Jack Cr. (Passing Bays) 1972
Sec. of Umpqua Hwy. W. of Drain
(Grad. & pav.)

7788

JAMES A. REDDEN
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

211 Transportation Building

August 19, 1977

Cecil Head, Manager
Commission Services
Room 121
Transportation Building
Salem, OR 97310

Re: Correction Letter

copy
L & G 6-2

Dear Mr. Head:

Please refer to our Report of Cases Tried, dated August 16, 1977, in regard to the Katherine Lisac case, L-7261. The figure of $62,000 is the amount of legal offer prior to filing complaint. Actually the highest written offer made more than 30 days prior to trial should be $80,000.

There is also a correction to be made in regard to State v. St. Paul Fire and Marine Insurance Co., L-7277, which was stated in the above mentioned report as being dismissed. Under "Verdict or Judgment" it should be stated "Settled and Dismissed" with further explanation as follows: This lawsuit arises out of Contract No. 7788 and in no way involves the State as it is merely a lawsuit between a material supplier and the contractor's surety.

I would appreciate it if you would please make the above corrections on your records.

Sincerely,

Walter L. Barrie
Assistant Attorney General
and Counsel

RECEIVED
STATE HWY ENGR
AUG 19 '77
REFER TO

hg
cc - Robert Burco
F. B. Klaboe

1722 — 6/23/75 STATE COPY R

cc: Wash DC (HHO-32)
OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Douglas	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
June 17, 1975	A. Wong, Engineer Trainee		EHS-F-142(9)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
October 19, 1973	December 3, 1973	100+ %	285 CD
APPROVED EXTENSIONS	**LOCATION**		
34 CD	Wells Creek - Jack Creek Section		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

COPY SENT

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

JUN 23 1975

Washington

WELLS CREEK-JACK CREEK (PASSING BAYS) SECTION
UMPQUA HIGHWAY, DOUGLAS COUNTY
Grading & Paving

Work performed under this project consisted of grading, draining, and high-type paving at intermittent locations to provide seven passing bays.

Work was completed October 19, 1973, and a final inspection was made October 24, 1973.

Based on the final inspection and a review of project documents, acceptance of the project is recommended.

RECEIVED
JUN 24 1975
Office of
Assistant State Highway Engineer

6-24-75 cy

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: T. P. Lowe — Original Signed by T. P. LOWE		SIGNATURE: G. K. Hossner — Original signed by G. K. Hossner Dist. Engr.	
TITLE: Area Engineer	DATE: 6-18-75	TITLE: District Engineer	DATE: 6-23-75

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

7788

Robert W. Straub
xxxxxxxxxx

May 30, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal Aid Project Acceptance
Federal Aid Project No. EHS-F-142(9)

Contract 7788, Work Completed October 19, 1973

Project Wells Creek-Jack Creek (Passing Bays)

Highway Umpqua

County Douglas

Acceptance: State Highway Commission December 3, 1973
Federal Highway Administration October 24, 1973

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

DC:ljt
cc: Richard Hacek
R. D. Church

7.7.88

STATE COPY

MONTHLY TRANSACTION NUMBER 2-106	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 2-20-75	COUNTY Douglas
MODIFICATION NUMBER 1		PROJECT NUMBER EHS-F-142(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 22, 19 72, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,410,647	$ 1,372,862
Federal Funds	$ 896,607	$ 872,590
Other revisions		

This modification is made for the following reasons:
decrease in final bid item quantities and to release funds for use on another project.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20 day of February, 19 75.

Oregon State Highway Division
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Glen W. Gray for G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division

Federal-Aid Project
No. EHS-F-142(9)

WELLS CREEK-JACK CREEK (PASSING BAYS) SECTION

UMPQUA HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, February 14, 1975

Revised Project AGreement Estimate.

Type Code 6201
Roadway (Sta. 244+00 to 286+00)(Sta. 360+00 to 396+00)(Sta. 414+00 to 446+00)
(Sta. 804+00 to 847+50)(Sta. 929+00 to 983+50)(Sta. 1157+00 to 1190+50)
(Sta. 1523+50 to 1567+50)

Sub-total on previous estimate of August 16, 1972			$1,282,406.79
Previous estimate			
General Excavation	96,000 cu.yds.	1.50	144,000.00
Revised estimate			
General Excavation	72,100 cu.yds.	1.50	108,150.00
SF05 Permanent Signing	All Required		1,500.00
			$ 109,650.00
	Net Decrease		$ 34,350.00
	Sub-total		$1,248,056.79
	Engr. & Cont.		124,805.21
	Total		$1,372,862.00

Length of Project - - - - - - - - 5.407 miles
Cost of Roadway Per Mile- - - - $253,904.56

Federal Funds - - - - - - - -

8-I 8.8

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
8-70		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
4	*(PPM 21-7)*	Douglas
	8-22-72	PROJECT NO.
		~~SNF-P142(9)~~

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 38 3.9 mi. E. of Scottsburg, E. 25.0 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-72	5.407
OTHER *(Specify)*		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,410,647	$ 896,607

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Bennett

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
Acting Division Engineer)

G. L. Green

Date executed by Division Engineer AUG 22 1972

FORM PR-2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. EMS-F-142(9)

WELLS CREEK-JACK CREEK (PASSING BAYS) SECTION

UMPQUA HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, August 16, 1972

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 244+00 to Sta. 286+00)(Sta. 360+00 to Sta. 396+00)
(Sta. 414+00 to Sta. 446+00)(Sta. 804+00 to Sta. 847+50)
(Sta. 929+00 to Sta. 983+50)(Sta. 1157+00 to Sta. 1190+50)
(Sta. 1523+50 to Sta. 1567+50)

Mobilization	All Required		$ 50,000.00
Temporary Protection and Direction of Traffic	All Required		40,000.00
Clearing and Grubbing	All Required		60,000.00
Removal of Structures and Obstructions	All Required		15,000.00
Ditch Excavation	700 cu.yd.	3.00	2,100.00
General Excavation	96,000 cu.yd.	1.50	144,000.00
Trench Excavation	1,800 cu.yd.	6.00	10,800.00
Finishing Roadbed and Slopes	5.41 mile	3,000.00	16,230.00
Watering	400 M-gal.	6.00	2,400.00
3/4" - 0 Aggregate Base	8,000 ton	3.90	31,200.00
Plant Mix Aggregate Base	99,600 ton	3.90	388,440.00
Class "B" Asphalt Concrete Mixture	29,500 ton	9.00	265,500.00
Asphalt Cement in Mixture	1,900 ton	40.00	76,000.00
Asphalt in Tack Coat	13 ton	110.00	1,430.00
3/4" - 0 Aggregate in Prime Coat	630 cu.yd.	8.00	5,040.00
RC-250 Asphalt in Prime Coat	110 ton	80.00	8,800.00
Class A Concrete in Box Culvert	150 cu.yd.	110.00	16,500.00
Reinforcement in Box Culvert	19,000 lb.	0.20	3,800.00
12-inch Culvert Pipe	1,550 lin.ft.	5.40	8,370.00
18-inch Culvert Pipe	1,150 lin.ft.	9.00	10,350.00
24-inch Culvert Pipe	80 lin.ft.	10.50	840.00
30-inch Culvert Pipe	60 lin.ft.	14.00	840.00
36-inch Culvert Pipe	30 lin.ft.	20.00	600.00
96-inch Culvert Pipe	14 lin.ft.	90.00	1,260.00
Extra for Pipe Under Pavement	220 lin.ft.	20.00	4,400.00
6-inch Drain Pipe	700 lin.ft.	4.30	3,010.00
Special Filter Material in Drain	60 cu.yd.	15.00	900.00
Guard Rail, Type 2A	330 lin.ft.	5.50	1,815.00
Guard Rail Anchors	2 only	280.00	560.00

Type 2 Fence	4,200 lin.ft.	1.00	4,200.00
16' x 48" Single Gates	7 only	120.00	840.00
32' x 48" Double Gates	1 only	200.00	200.00
Extra for Asphalt Approaches	75 only	50.00	3,750.00
Loose Riprap, Class 50	3,200 cu.yd.	9.50	30,400.00
Loose Riprap, Class 100	750 cu.yd.	9.50	7,125.00
Loose Riprap, Class 700	1,900 cu.yd.	9.50	18,050.00
Grouted Riprap	55 cu.yd.	50.00	2,750.00
Filter Blanket	820 cu.yd.	7.00	5,740.00
Guide Posts	170 only	8.00	1,360.00
Salvaging and Re-laying Pipe	50 lin.ft.	65.00	3,250.00
Roadside Seeding and Mulching	18 acre	400.00	7,200.00
			$1,255,050.00

Flagging (60% of Contractor's Cost)	All Required	$ 7,800.00
Permanent Striping	All Required	1,200.00
Temporary Erosion Control	All Required	4,000.00
On-the-Job Trainee (4 @ $800)	All Required	3,200.00
Douglas Electric Coop., Inc.	All Required	2,398.25
Umpqua Telephone Co.	All Required	8,758.54
		$ 27,356.79
	Subtotal	$1,282,406.79
	10% Engr. & Cont.	128,240.21
	Total	$1,410,647.00

Length of Project - - - - - 5.407 Miles
Cost of Roadway Per Mile- - $260,892.73

Retained in Program Status

Slide Correction	All Required	$ 5,000.00
Permanent Signing	All Required	1,500.00
	Subtotal	$ 6,500.00
	10% Engr. & Cont.	650.00
	Total	$ 7,150.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,410,647.00	$896,607.00	$514,040.00
Retained in Program	7,150.00	4,544.00	2,606.00
Total	$1,417,797.00	$901,151.00	$516,646.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7788

Prefix 10-1040

WELLS CR.-JACK CR. SECTION

PROJECT NO. EHS-F-142(9)

Douglas Electric Coop., Inc.

Installation	$5,656.19	
Removal	1,385.10	
Salvage Credit	(531.38)	
	$6,509.91	
State Share 36.84%	=	$2,398.25

Umpqua Telephone Co.

Preliminary Costs	$ 562.81	
Construction Costs	8,195.73	
	$8,758.54	
State Share 100%	=	$8,758.54

WELLS CREEK-JACK CREEK (PASSING BAYS) SECTION

PROJECT NO. EHS-F-142(9)

Nonparticipating - State Work

Setting Mailbox Posts	30 only	35.00	$	1,050.00
Furnish Mailbox Posts	All Required			100.00
			$	1,150.00

7788

August 6, 1974

R. M. Wade & Co.
P. O. Box 8769
Portland, OR 97208

Attention: Howard J. Booth
Credit Manager

Gentlemen:

This is in reply to your memo of July 31, 1974, concerning the status of your claim in the amount of $2,612.64 against the subcontractor on the S. D. Spencer & Son Contract No. 7788 in Douglas County.

Our records indicate that this job was completed on October 19, 1973, and accepted on December 3, 1973. Final payment has been made on this contract. Your claim was filed with the Secretary of State on August 8, 1973, and was assigned his File No. 4815.

You indicated in your memo that you have not been paid for the material furnished on this contract. For your information we are attaching a copy of excerpts from the Oregon Revised Statutes relating to public contracts. Action by claimant on contractor's bonds is outlined under O.R.S. 279.536 on page 3 of the excerpts. The State does not make payment of claims, but looks to the prime contractor and surety for such payment.

In other cases similar to yours, we have suggested that they contact their attorney. You might wish to do the same. We will advise the surety and prime contractor that your claim is still unpaid.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

CWR/rw
Attachments
cc: St. Paul Fire & Marine Insurance Co.
Portland Office
700 N.W. Multnomah
Portland, OR 97232

S. D. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, WA 98661

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

July 19, 1974

R. M. Wade & Co.
P.O. Box 8769
Portland, OR 97208

ATTENTION OF

Attention: Howard J. Booth
Credit Manager

7-31-74

Has the contractor been paid for this contract.
We filed a claim against the sub contractor for material that we furnished and this is still open.
Please advise promptly our status regarding settlement of your claim.
Howard Booth

Gentlemen:

This is in reply to your letter of July 17 concerning the S. D. Spencer & Son Contract No. 7788 in Douglas County.

This contract was completed October 19, 1973, and accepted on December 3, 1973.

Very truly yours,

C. W. Head

C. W. Head
COMMISSION SERVICES

CWH:fkn

RECEIVED
AUG 1 - 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

August 8, 1973

R. M. Wade & Co.
P. O. Box 8769
Portland, Oregon 97208

Gentlemen:

This is to acknowledge your letter of August 2, 1973, informing us that Alden-Knigge owes you the amount of $2,612.64 for installation of passing bays and fencing.

From the information given in your letter, this appears to be in reference to Contract No. 7788 for work on the Wells Creek-Jack Creek Section of the Umpqua Highway in Douglas County.

The St. Paul Fire and Marine Insurance Co. furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Very truly yours,

C. W. Head

C. W. Head, Manager
ADMINISTRATIVE SERVICES

td
cc St. Paul Fire & Marine Insurance Co.
Portland Office
700 N. W. Multnomah
Portland, Oregon 97232

S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

RECEIVED
AUG 1 - 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

7788

July 19, 1974

R. M. Wade & Co.
P.O. Box 8769
Portland, OR 97208

Attention: Howard J. Booth
Credit Manager

Gentlemen:

This is in reply to your letter of July 17 concerning the S. D. Spencer & Son Contract No. 7788 in Douglas County.

This contract was completed October 19, 1973, and accepted bn December 3, 1973.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn

WADE NEWBEGIN
President
H. D. SMITH
Vice pres.-Sales
WADE NEWBEGIN, JR.
Vice Pres.-Distribution
EDWARD H. NEWBEGIN
Vice Pres.-Irrigation

R·M·WADE & CO.
SINCE 1865
PORTLAND OREGON

Mailing Address — P. O. Box 8769
PORTLAND, OREGON 97208

10025 S.W. Allen Blvd. BEAVERTON, OREGON 97005
Phone: Area Code (503) 643-5566 Telex: 36-0659

NORTHWEST
DISTRIBUTORS
OF
QUALITY
FARM
EQUIPMENT
Especially Selected for the Northwest

Seattle Branch —
P. O. Box 70437
Ballard Station
3931 Leary Way North West
SEATTLE, WASHINGTON 98107

July 17, 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Alden-Knigge Contractor, Contract No. 7788, Wells Creek-Jack Creek Section of the Umpqua Highway.

Attn: Mr. C. W. Head, Manager, Administrative Services

Dear Sir:

On August 2, 1973 we filed a claim with your Department covering material furnished to Alden-Knigge for installation on contract no. 7788. At that time Alden-Knigge owed us $2,612.64 covering material and there has been no change in the amount owed.

Would you please advise as to the status of this contract and, if possible, the estimated date of completion.

Very truly yours,

R. M. WADE & COMPANY

Howard J. Booth
Credit Manager

HJB/cc

CC: St. Paul Fire & Marine Insurance Co.
Portland Office
700 N. W. Multnomah
Portland, Oregon 97232

RECEIVED
JUL 18 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 8, 1973

R. M. Wade & Co.
P. O. Box 8769
Portland, Oregon 97208

Gentlemen:

This is to acknowledge your letter of August 2, 1973, informing us that Alden-Knigge owes you the amount of $2,612.64 for installation of passing bays and fencing.

From the information given in your letter, this appears to be in reference to Contract No. 7788 for work on the Wells Creek-Jack Creek Section of the Umpqua Highway in Douglas County.

The St. Paul Fire and Marine Insurance Co. furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Very truly yours,

C. W. Head

C. W. Head, Manager
ADMINISTRATIVE SERVICES

td
cc St. Paul Fire & Marine Insurance Co.
Portland Office
700 N. W. Multnomah
Portland, Oregon 97232

S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

RECEIVED
JUL 18 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

7788

S

AREA CODES - VANCOUVER 206, PORTLAND 503

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N.E. 72nd Avenue • Phones: Vancouver 256-1220 • Portland 285-9232
VANCOUVER, WASHINGTON 98661

January 14, 1974

W. W. D. Corporation
545 Holly
Junction City, Oregon 97448

Re: O.S.H.D. Contract 7788
Wells Creek--Jack Creek

Gentlemen:

We are now in receipt of our final estimate on the above project. The pay quantities on rip rap are as follows:

Item No.	Item	Quantity Units	Unit Price	Amount
34	Loose Rip Rap Class 50	58.40 c.y.		
35	Loose Rip Rap Class 100	72.10 c.y.		
36	Loose Rip Rap Class 700	954.60 c.y.		
37	Grouted Rip Rap	31.39		
		1116.49	@2.25	$2,512.10

Pursuant to our purchase order issued on 3-16-73, No. 3351, you are to be paid the same quantity as we are paid. And, since we loaded the material, you allowed us $50 per cubic yard from the $2.75 price as shown on the purchase order.

Sincerely yours,

OPJ/ks

S. D. SPENCER & SON

By Otis P. Jordan

cc: Mr. R. M. Graham
Assistant Manager
Oregon State Highway Department

St. Paul Fire and Marine Insurance Co.

NOTED
C. W. HEAD

7788

January 8, 1974

St. Paul Fire & Marine Insurance Company
700 N. E. Multnomah
Portland, OR 97232

Gentlemen:

A post-final payment for $16,436.31 will be made to S. D. Spencer & Son on Contract No. 7788 for work on the Wells Cr.-Jack Cr. (Passing Bays) Section of the Umpqua Highway in Douglas County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,369,888.31 including the post-final payment. Of the total, $55,625.45 is for force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

js

cc: S. D. Spencer & Son
4614 N. E. 72nd Ave.
Vancouver, WA 98661

bc: C. T. Keasey
Walt Hart
V. E. Skoog - Attn: Dick Hacek
A. Shirley

7728

bc: C. W. Head

George Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
V. L. Gallagher
Al Shirley
Gary Sund
R. E. Whipps

JAB:fr cm

December 26, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Request for Time Extension
Wells Creek-Jack Creek
Contract No. 7788

S. D. Spencer & Son requested a 40-day extension of contract time based on work added to the project. This contract was awarded on August 15, 1972, with 285 calendar workdays allowed. The project was completed October 19 with a 34-day overrun.

The work under this contract consisted of the construction of seven passing bays scattered over a 25-mile section. Shoulder widening and an asphalt concrete overlay on five additional sections within the limits of the original contract were added by price agreements. The Highway Commission approved State construction funding for this in the amount of $180,000 at their July 10 meeting.

The cost of the additional work was $172,500. On a time-money pro-rata, this would justify a 39-day extension. I have therefore granted a 34-day extension which will eliminate all liquidated damages which have accrued at the rate of $200 per day for 34 days to a total of $6,800.

This was a primary Federal-aid project. Although the added work was non-participating, we have the concurrence of FHWA in this contract time increase.

This matter will be included in the report on time extensions on the agenda for your information at the January 30 meeting.

7788

December 26, 1973

S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

Gentlemen:

We have reviewed your request for a time extension on Wells Creek-Jack Creek Contract No. 7788 in Douglas County.

Careful consideration was given to the reason you submitted and in light of the available facts and the provisions of the contract, a 34-day extension is granted which will eliminate the liquidated damages on this project.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

Cecil Head
A. E. Johnson
H. S. Coulter
bc: W. F. Keesey

JAB:fw. bm Gallagher
Al Shirley

.7788

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 17, 1973

In reply refer to: 10-35-B3

SUBJECT: Oregon Project EHS-F-142(9)
Wells Creek-Jack Creek Section
Request for Time Extension

FROM : G. L. Green, Division Engineer
for G. K. Hossner

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We concur in a 34-day time extension on the subject project for reasons as outlined in Mr. Coulter's letter of November 16, 1973.

G. L. Green
G. K. Hossner

RECEIVED
DEC 21 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
DEC 20 '73
REFER TO
Coulter - TAA
FOR
Info | Invest | R/D | D/R | Sign | Act | File
cyaej

12-21-73
c/c rec'd.
Shirley
Gallagher

NOTED
H. S. COULTER

November 16, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM John C. Jenkins
H. S. Coulter
Acting Assistant State Highway Engineer

SUBJECT Request for Time Extension
Wells Creek-Jack Creek Section
Oregon Project EHS-F-142(9)
Contract 7788

The contractor has requested a 40-day extension of time based on work added to this project. The contract was awarded August 15, 1972, with 285 calendar workdays allowed. The project was completed October 19, with a 34-day overrun.

The work consisted of the construction of seven passing bays over a 25-mile section. Shoulder widening and asphalt concrete overlay on five additional sections within the limits of the original contract were added by nonparticipating price agreements.

The cost of the additional work was $172,500. On a time-money pro-rata basis, a 39-day extension is justified. Your concurrence is requested in a 34-day extension eliminating all liquidated damages which have accrued at $200 per day for 34 days, or a total of $6,800.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
A. Shirley, Jr.
V. L. Gallagher

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1973

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Wells Cr.-Jack Cr.
Contract No. 7788
Time Extension

FROM: John A. Bond
Construction Administration Engineer

S. D. Spencer & Son request a 40-day extension of contract time based on work added to the project. This contract was awarded on August 15, 1972 with 285 calendar workdays allowed. The project was completed October 19 with a 34-day overrun.

The work under this contract consisted of the construction of seven passing bays scattered over a 25-mile section. Shoulder widening and an asphalt concrete overlay on five additional sections within the limits of the original contract was added by a price agreement. (The Highway Commission approved State construction funding for this in the amount of $180,000 at their July 10 meeting)

The cost of the additional work was $172,500. On a time-money pro-rata, this would justify a 39-day extension. I therefor recommend a 34-day extension which would eliminate all liquidated damages which have accrued at the rate of $200 per day for 34 days to a total of $6,800.

This was a primary Federal-aid project. Although the added work was non-participating, we should get FHWA concurrence in the contract time change. Rough draft letters are attached.

JAB:fr
Attach.

cc: V. L. Gallagher

RECEIVED
NOV 15 1973
Office of
Assistant State Highway Engineer

SP 92475-724

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Sept. 20, 19 73

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 285 days to 325 days, within which to complete our Contract No. 7788, without the assessment of liquidated damages. The said contract is described as follows: **Wells Cr. Jack Cr. Section of Umpqua Highway, Passing Bay Construction.**

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: **This request necessitated by the inclusion of five additional work areas that were not originally included in contract. The five work areas call for widening and overlay a total of 4.32 Miles.**

Repair & Patch Pavement	5 days
Prepare for Pavement	10 days
Rock in Place	10 days
Pavement in Place	13 Days
Cleanup	2 Days
Total	40 Days

Respectfully submitted,

S.D. Spencer & Son
Contractor

By Otis Spencer

CONSENT OF SURETY

Date October 24, 19 73

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Victor S. Ruley
Attorney-in-fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7788 Contractor S.D. Spencer & Son

Highway Umpqua

Section Wells Cr.- Jack Cr.

Kind of Work Passing Bay Construction & Widening, Overlay adjacent areas.

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 34-day extension for work added by P.A. 7 & P.A. 9 to widen and overlay an additional 4.32 miles.

Recommended for Approval:

J. X. Wilson
Division Engineer

Thos. A. Boyd
Construction Engineer or ~~Bridge Engineer~~

H. S. Coulter
~~Acting~~ State Highway Engineer

Contract No.	7788
Project designation	Orig Cont.- Federal Aid Addit work areas- State (State-Federal)
Date awarded	Aug. 15, 1972
Work started	Sept. 20, 1972
Per cent completed	95 (Date)
No. of Workdays Allowed	285 (Calendar)
No. of Workdays Used	291
No. of Added Workdays Requested	40

State Printing 27980

7788

5

..ember 7, 1973

S. D. Spencer and Son Inc. Co.
7000 N. E. Whitsouth
Portland, Oregon 97213

Gentlemen:

Contract No. 7788 awarded to S. D. Spencer and Son for work on Wells Creek-Rock Creek (Passing Bays) Section of the Depoe Highway in Douglas County was completed on October 19, 1973, and accepted by the Transportation Commission on November 2, 1973.

Final payment in the amount of $1,000 will be released to the contractor after December 12, 1973. The total contract amount is $1,353,432 including $45,980.14 for work performed under force account.

You have been advised previously that claims have been filed with us.

Very truly yours,

C. W. Hood, Manager
ADMINISTRATIVE SERVICES

fkm

cc S. D. Spencer & Son
4614 N. E. 72nd Ave.
Vancouver, Washington 98661

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

7788

December 3, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7788, Work Completed October 19, 1973

Project Wells Creek-Jack Creek (Passing Bays)

Highway Umpqua, County Douglas

Type of Work Grading and Paving

Contractor S. D. Spencer and Son

Recommended Acceptance Date December 3, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 19, 1973 for your formal concurrence.

VG:lsk

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7788

Claim 40.6

FILED
NOV 20 1973
CLAY MYERS
STATE

OREGON STATE HIGHWAY DIVISION

NOTED ON CARD
11-23-73 KD

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 19, 1973

W. W. D. Corporation
545 Holly
Junction City, Oregon 97448

Gentlemen:

This is to acknowledge receipt of your letter of November 13, 1973, informing us that S. D. Spencer and Son owes you for quarry rock and crushed rock in the amount of $3,237.50.

From the description given in your letter, this appears to be in reference to the S. D. Spencer and Son Contract No. 7788 for work on the Wells Creek-Jack Creek (Passing Bays) Section of the Umpqua Highway in Douglas County.

The St. Paul Fire and Marine Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

R. M. Graham, Assistant Manager
ADMINISTRATIVE SERVICES

RMG:ks
cc S. D. Spencer and Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

St. Paul Fire and Marine Insurance Co.
700 N. E. Multnomah
Portland, Oregon 97232

RECEIVED
NOV 21 1973
HIGHWAY
ADMINISTRATIVE SERVICES

bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

W. W. D. CORPORATION
545 Holly
Junction City, Oregon 97448

Phone 998-2351

November 13, 1973

C. W. Head, Manager
Administrative Services
Oregon Transportation Commission
State Highway Building
Salem, Oregon 97310

Reference: State of Oregon
State Highway Division
Grading and Paving
Wells Creek - Jack Cr. (Passing Bays) Section
Umpqua Highway
Douglas County
Contract # 7788

Dear Mr. Head;

In connection with the above listed contract, we have furnished the contractor (S. D. Spencer & Son) quarry rock and crushed rock, at various times from June 21, 1973 thru September 28, 1973, in the amount of $3,237.50

At this date we have not received payment for any part of this amount.

It is my understanding that you will notify the contractor's surety St. Paul Fire and Marine Insurance Company.

Yours truly,

Lee F. Philpott

W. W. D. CORPORATION

Lee F. Philpott, Sec. Treasurer

LFP/pm

RECEIVED
NOV 15 1973
ADMINISTRATIVE SERVICES

7788

FORM S-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Wells Cr.-Jack Cr.		WEEK ENDING: November 9, 1973
		SECTION PREFIX: 10-1040
HIGHWAY: Umpqua		COUNTY: Douglas
NAME OF JOB: Wells Creek-Jack Creek	KIND OF WORK: Passing Bay Construction	
CONTRACTOR: S.D. Spencer and Son	CONTRACT NUMBER: 7788	FEDERAL AID PROJECT NUMBER: EHS-F 142(9)
DATE OF CONTRACT: August 15, 1972	DATE WORK STARTED: September 20, 1972	ESTIMATED COMPLETION DATE: October 20, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS 285	WORK DAYS USED / CALENDAR DAYS USED 319
	SPECIFIED COMPLETION DATE: September 12, 1973	PERCENT OF TIME ELAPSED: 112
PROJECT AUTHORIZATION: $1,628,325.00	ENGINEERING AUTHORIZATION: $110,492.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $1,517,833.00	ENGINEERING COST TO DATE: $133,218.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,382,300.00		DATE PROJECT WAS COMPLETED: October 19, 1973
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 7 %	PERCENT OF AUTHORIZATION 121 %	

Semifinal Submitted: November 2, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT 10 Passing Bays	5.4	5.4			5.4
MILES PARTIALLY COMPLETED					
MILES COMPLETED	5.4	5.4			5.4
TOTAL ESTIMATED QUANTITIES (CONTRACT)	96,000 C.Y.	102,000 Ton			29,500 Ton
TOTAL QUANTITIES CORRECTED TO DATE	70,000 C.Y.	102,000 Ton			46,000 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	70,000 C.Y.	99,800 Ton			44,200 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4		0		
MONDAY 5		0		
TUESDAY 6		0		
WEDNESDAY 7		0		
THURSDAY 8		0		
FRIDAY 9		0		
SATURDAY 3		0		

RECEIVED NOV 1 1973 CONSTRUCTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 4	No work.
MONDAY 5	No work.
TUESDAY 6	No work.
WEDNESDAY 7	No work.
THURSDAY 8	No work.
FRIDAY 9	No work.
SATURDAY 3	No work.

REMARKS

Semi-final Estimate was submitted November 2, 1973.

This is the last weekly report on this project.

Or: Construction
2cc: Construction
cc: Region 3
cc: Files

SIGNED Alfred M. Bates LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

7788

STATE COPY

RECEIVED
STATE HWY ENGR
NOV 5 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 30, 1973

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. ERS-F-142(9)

SUBJECT Request Contract Acceptance

Contract 7788, Work Completed October 19, 1973

Project Wells Creek-Jack Creek (Passing Bays)

Highway Umpqua

County Douglas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date October 24, 1973

Conditions not acceptable: None

G. K. Hassmer
for G. L. Green
Division Engineer

NOTED
H. S. COULTER

11-5-73
by Contr.

cc: F. B. Klaboe
L. H. Young

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7788/ STATE COPY

OSHD (Coulter)
Region
Wash DC

10-24-73

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION ch

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Douglas	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
10/24/73	T. P. Lowe, Area Engineer (Original Signed by T. P. LOWE)	EHS-F-142(9)

IN COMPANY WITH
J. X. Wilson, Regional Const. Engr. & Dave Lee, Ass't Project Engr.

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	112 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

Copy sent

NOV 08 1973

REGIONAL OFFICE

WELLS CREEK-JACK CREEK (PASSING BAYS) SECTION
UMPQUA HIGHWAY IN DOUGLAS COUNTY
Grading & Paving

1. Contract Time

The project was completed October 19, 1973. The contractor used 319 calendar work days. The contract allowed 285 calendar days. The contractor used 34 calendar days in excess of the specified time limit. It is expected that the contractor will request a 34 day time extension based on extra work.

11-9-73 ag Contr Journal

2. Project Acceptance

The project has been completed in substantial compliance with the approved plans and specifications including authorized changes and extra work and acceptance is recommended. It was noted that the gravel inslopes on some of the approach roads are steeper than they should be. This is a minor item that will require a very small quantity of rock to be bladed at various locations. The Resident Engineer will contact the contractor to do this minor work in the near future. It was noted that the contractor is working on a Forest Highway project in the vicinity and therefore this work should be no problem.

It was also noted that several guide signs which were installed by State forces are closer to the edge of the pavement than the plans indicate. Mr. Wilson will contact the district maintenance engineer to have these signs moved back to the full 10' clearance as shown in the standards.

NOTED
H.S. COULTER

3. General Comments

As noted in the initial inspection report, this project involves 7 different work areas scattered out over a 25 mile section of road. Most of the work is light in nature and involves extending existing culverts and widening the roadway to accommodate passing lanes. Much of the time the contractor was involved in performing light work at several locations at the same time. The problems incountered by the State in monitoring the contractor's construction signing were discussed at length. Much of the

(more)

NOV 08 1973

inspector's time was spent insuring that each of the small work forces had erected the proper construction signing. Mr. Lee, Ass't Resident Engineer, suggested that on this type of project where the contractor will be working in scattered areas it might be a good idea to require the contractor to assign one or more full time persons to maintain construction signing. This would prevent the contractor's individual foreman working in separate areas from being tempted to short the construction signing in an effort to maximize production. I feel Mr. Lee's suggestion requiring the contractor to assign a full time man to signing has considerable merit on this type of project and on Interstate safety projects.

RECEIVED
STATE HWY ENGR
NOV 9 '73
REPLY TO
BOX

7788

4815

OREGON STATE HIGHWAY DIVISION

FILED
AUG - 8 1973
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
8-10-73 RD

August 8, 1973

R. M. Wade & Co.
P. O. Box 8769
Portland, Oregon 97208

Gentlemen:

This is to acknowledge your letter of August 2, 1973, informing us that Alden-Knigge owes you the amount of $2,612.64 for installation of passing bays and fencing.

From the information given in your letter, this appears to be in reference to Contract No. 7788 for work on the Wells Creek-Jack Creek Section of the Umpqua Highway in Douglas County.

The St. Paul Fire and Marine Insurance Co. furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Manager
ADMINISTRATIVE SERVICES

td

cc St. Paul Fire & Marine Insurance Co.
Portland Office
700 N. W. Multnomah
Portland, Oregon 97232

S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

✓bc Hon. Clay Meyers -
Please ack. receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
AUG 10 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

E-123

WADE NEWBEGIN
President
H. D. SMITH
Vice Pres. - Sales
WADE NEWBEGIN, JR.
Vice Pres. - Distribution
EDWARD H. NEWBEGIN
Vice Pres. - Irrigation

R·M·WADE & CO.
SINCE 1865
PORTLAND OREGON

Mailing Address— P.O. Box 8769
PORTLAND, OREGON 97208
10025 S.W. Allen Blvd. BEAVERTON, OREGON 97005
Phone: Area Code (503) 643-5566 Telex: 36-0659

NORTHWEST
DISTRIBUTORS
OF
QUALITY
FARM
EQUIPMENT
Especially Selected
for the Northwest

Seattle Branch—
P.O. Box 70437
Ballard Station
3931 Leary Way North West
SEATTLE, WASHINGTON 98107

APPENDIX C

NOTICE OF CLAIM

TO Orego n State Highway Department
(insert the name of the state, county, municipality or other public body)

notice is hereby given That the undersigned, R. M. WADE AND CO. of Beaverton,Oregon, has a claim in the sum of $ 2,612.64 against the bond taken from S. D. Spencer, Prime Cont. Alden Knigge, Sub. Cont.
(Insert name of the principal)

and with Not Known
(Insert names of sureties upon bond) Contract 7788

for the work of Install passing bays and fencing- Douglas County Wells Creek- Jack Creek Section of the Umpqua Highway
(Insert a brief mention or description of the work concerning which said bond was taken)

Dated August 2, , 1973.

R. M. WADE & CO.

BY Richard J. Booth

Title Credit Manager

P. C. Box 8769
Portland, Oregon 97208

RECEIVED
AUG 3 1973
HIGHWAY
ADMINISTRATIVE SERVICES

7788

August 8, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. EHS-F-142(9)

FROM L. H. Young, Office Engineer

SUBJECT Request Change Order Approval

Contract 7788, Price Agreement No. 10

Project Wells Cr.-Jack Cr. (Passing Bays)

Highway Umpqua

County Douglas

This Agreement covers the cost of furnishing Class "C" A.C. mix for patching failing areas in the existing roadway. All labor and equipment necessary to place this material will be paid for under Extra Work Order No. 5.

A copy of the Engineer's letter of explanation with cost justification by the Chief Cost Engineer is attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, May 30, 1973.

Your approval as of May 30, 1973 is requested.

BNWibb
Attach.

Form E-208—5M 7782

G-1N

5

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Wells Cr.- Jack Cr. (~~Non-Participating~~ Passing Bays) Date August 6, 19 73

Highway Umpqua Contract No. 7783

County Douglas Prefix 10-1040-~~000 N.P.~~

Contractor S.D. Spencer & Son F. A. Project No. EHS-F-142(9)

Address 4614 N.E. 72nd Ave., Vancouver, WA. 98661 Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove sections of pavement which show evidence of failure, ie, soft spots, to a depth of 6" and replace with hot mix asphalt concrete.

Location by station numbers:

M.P. 19.80 to M.P. 20.79 Lt.& Rt.
M.P. 21.59 to M.P. 22.99 Lt.& Rt.
M.P. 25.18 to M.P. 25.60 Lt. & Rt.
M.P. 23.67 to M.P. 24.01 Lt. & Rt.
M.P. 32.60 to M.P. 33.77 Lt. & Rt.

Estimate of quantities and cost:

Remove and replace asphalt concrete on five work areas.

Materials	$395.00
Equipment	2,055.00
Labor	2,490.00
Total=	$4,940.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Extra work areas listed above were not anticipated for work under this contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ ~~1,113,325.00~~	1,628,325.00
Present estimate of project cost, including $4,940.00 for work under this order	$ 1,532,540.00	
Expected under-run / over-run amount	$	
Expected under-run / over-run per cent		

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: [signature] Deputy State Highway Engineer ~~Assistant State Highway Engineer~~ Construction Office Engineer.

J.K.

SP*23577-734

7788 7-10-73

NOTED
H. S. COULTER

006

MCE RSB 6/ 52 7-10-73 10-25 AM

D H MOEHRING

RE SCUFFLE BETWEEN CHIP TRUCK DRIVER AND CONTRACTOR EMPLOYEE ON WELLS CREEK-JACK CREEK SECTION PROJECT AS REPORTED BY OSP. CONTRACTOR EMPLOYEE NO LONGER ON THE JOB.

BUD SHIRLEY

CW--.

cc Coulter

6-22-73

DEPARTMENT OF STATE POLICE

GENERAL HEADQUARTERS

PUBLIC SERVICE BUILDING • • • • SALEM, OREGON 97310

NOTED
JACK L. SOLLIS

TOM McCALL
GOVERNOR

June 26, 1973

Mr. F. B. Klaboe
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Klaboe:

Attached for your information is a copy of a report concerning an incident occurring within the highway construction site on Highway 38 near milepost 21 on June 22, 1973. The construction worker, Charles Francis Hurt, is an employee of S. D. Spencer and Son Construction Company, 4619 NE 72nd. Street, Vancouver, Washington.

Sincerely,

Holly V. Holcomb, Superintendent

By
M. L. Acheson, 2nd. Lieutenant
Traffic Division

MLA:js

Johnson

MAINTENANCE ENGINEER
RECEIVED
2 1973
AG
AA FILE TA

NOTED
A. E. JOHNSON

RECEIVED
JUN 28 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JUN 27 73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

6-28-73
cy Shirley
TA

Form 3a—25M

TIME 4:00 P.M.

OFFICER'S REPORT

OREGON STATE POLICE

No. .....

Place Reedsport

County Douglas

Subject INFORMATION 7860

June 22, 19 73

HOLTEEN, PAUL RONALD (Truck Driver)
P. O. Box 109, 88 Darrell
Winston, Oregon
DOB 04-13-32 SS #340-27-8863

HURT, CHARLES FRANCIS (Construction Worker)
West Winds Motel #20
Sutherlin, Oregon
DOB 07-17-41 SS #543-44-1197

At 11:00 a.m., June 22, 1973, writer received word of an altercation on Ore. Rt. 38 near MP 21 between the two above subjects.

At 11:25 a.m., date, writer arrived at the scene and observed HOLTEEN lying on the north side of the highway with a broken leg. Apparently he was operating a chip truck when HURT threw a highway marking cone at the truck. Holteen emerged from the truck and scuffled with Hurt which resulted in Holteen breaking his leg. Only the east bound lane was open for traffic.

Holteen stated in substance that he was west bound in a Roseburg Lumber Chip Truck and began slowing for road construction. A flagman (east flagman) had a sign out indicating slow speed. The flagman began waving his arms to slow the truck down. The truck was approximately 6 to 8 truck lengths behind the traffic which was being let through the area in the east bound lane. Holteen got into the east bound lane and began going through when another subject (Hurt) appeared in the middle of the highway. All of a sudden he picked up a highway cone and threw it into the right front windshield. Holteen immediately stopped his truck. He confronted Hurt and words exchanged. They began to scuffle and during the scuffle they both fell to the ground with Hurt landing on Holteen's leg, breaking it.

Hurt stated in substance that he saw a chip truck coming west bound in the east bound lane about one-forth mile away. The truck was going about 55 mph and the flagman had his slow sign out. He did not appear to slow down so when the truck was about 400 feet away, he jumped onto the highway and began to wave his arms. The truck still did not slow so he jumped back to the center line and grabbed a marker cone and flipped it out to hit the bumper. His idea was to scare the truck driver when running over it so he would slow, but the cone flipped up and hit the windshield. Holteen stopped in the middle of the highway and got out swearing and swinging. Hurt attempted to hold his arms but during the scuffle they fell to the ground. Hurt landed on Holteen and broke his leg.

The writer will discuss the incident with the Douglas County District Attorney and a supplemental report will follow.

Roger L. Tuers, Tpr.

536-33 Roger L. Tuers, Trooper

RLT:njf

7788

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Wells Creek-Jack Creek — Date July 3, 1973

Highway Umpqua — Contract No. 7788

County Douglas — Kind of Work Grade - Pave — Contractor S.D. Spencer & Son

	Authorized	Estimated	
Contract Amount	$1,256,100	$1,258,200	+ 2,100
Anticipated Items	31,300	31,300	
Contingency (4½%)	57,933	228,333	+170,400
Engineering	102,992	110,492	+ 7,500
Credits			
PROJECT COST	$1,448,325	$1,628,325	
	NET INCREASE $	180,000	OR 12.43 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

		Expected Amount	Net Change
(U) Paving	(4.4 miles added widening and	149,500)	
(U) Grading	(overlay on five intermittent	18,000)	
(U) Base Rock	(sections by Price Agreement	5,000)	+ 180,000
(U) Engineering	(with State Funds	7,500)	

APPROVED BY STATE HIGHWAY COMMISSION
DATE 7-10-73

Principal reasons for overruns (Continue on reverse side): Decision to overlay and pave shoulders on Sections not included in original contract.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by A. W. Bates — Resident Engineer

Confirmed by Alfred E. Shirley, Jr. — Regional Engineer

Noted by _____ — Construction ~~or Bridge~~ Engineer

Noted by _____ — Deputy or State Highway Engineer

7788

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 3, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Increase in Project Authorization
Wells Creek-Jack Creek Section
Umpqua Highway
Contract No. 7788

An increase in the project authorization on the subject contract is requested. The work involved on the original contract was intermittent widening of seven sections of highway (5.407 miles). The total original authorization was $1,448,325, with the award to S. D. Spencer & Son on August 15, 1972.

It is appropriate that we enter into a price agreement with the contractor to widen and overlay an additional five sections within the limits of the original contract, at an estimated additional cost of $180,000. This added 4.4 miles would provide a continuous widened section for 15 miles on this highway.

I recommend that the project authorization be increased by $180,000 to a new total of $1,628,325. The additional work will be financed out of State Construction Funds.

This will be on the agenda for your consideration at the July 10 meeting.

bc Cecil Head
George M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
D. H. Moehring
V. E. Skoog
Alfred Shirley
Jack McCormick
V. L. Gallagher
Gary Sund

DHM:ia ja

194-241

.CNM

MCE CON RSB 3 7-2-73 1-28 PM

D H MOEHRING
INFO C T KEASEY
J C MCCORMICK

THE FOLLOWING ESTIMATE SUBMITTED AT H S COULTER,S REQUEST AND IS IN ADDITION TO PROJECT INCREASE APPROVAL ALREADY GRANTED FOR TWO OTHER SHOULDER PAVING AND OVERLAY SECTIONS.

GRADING, SURFACING, SHOULDER PAVING AND OVERLAY 32 FEET WIDE, MP 21.59 TO 22.99, 25.18 TO 25.60 AND 23.67 TO 24.01.

2.16 MILES AC MIX, LIQUID ASHP. AND TACK	$99,050
FORCE ACCOUNT GRADING, EQUIP./ TIME	12,366
BASE ROCK 1500 TONS AT $2.40	3,600
ENGINEERING	5,000
	$ 120,016
TOTAL	58,590
	$178,606

STRONGLY RECOMMEND ADDITION OF THIS WORK TO PRESENT CONTRACT. THIS WILL CLOSE UP ANOTHER 2 PLUS MILES BETWEEN SCOTTSBURG AND ELKTON INCLUDING NEEDED FOG LINE AND IS WITHIN THE MISSION GIVEN US BY FRED KA

XXX GIVEN US BY FRED KXXXXX KLABOE --- ALSO HOLD SOME POOR AND ALLIGATORING PAVEMENT.

MAINTENANCE ENGINEER
RECEIVED
JUL 2 1973
ME AME ANE OE AG
BME BS AA FILE TA

J W SHELDRAKE

JW--.17/88.

A-105—8M

STATE COPY G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 5

Project Name Wells Cr.- Jack Cr. (Passing Bays) Date June 4, 19 73

Highway Umpqua Contract No. 7738 F. A. Project No. EHS F-142(

County Douglas Prefix 10-1040 Account No. 276-05

Description of Work To Be Done:

Permanent Signing of Passing Bays.

Location by Station Numbers:

Length of Project.

Estimate of Quantities and Costs:

Material =	$1,640.00	
Labor =	300.00	
	1940.00	
Total=	~~$2,000.00~~	

Explanation:

Anticipated Item.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,448,325.00
Present estimate of project cost, including ~~$2,000.00~~ 1940.00 for work under this order	$1,448,325.00
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: Alfred W. Botts
Resident Engineer

Approval Recommended: L. X. Nelson
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved: R. H. Rasmussen
~~Deputy State Highway Engineer or Assistant State Highway Engineer~~ Construction Engr.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Letter to Common Contract overrun + overlay

5

7788

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

PA?
Overrun of Quantity?

Salem, Oregon
June 18, 1973

Contract 1788

To: H. S. Coulter
Asst. State Highway Engineer

SUBJECT: Proposed Overlay
Umpqua Highway #45
Greenacres East

B U I L D I N G

Typical Section min 4" AC outside exist pavement
2" AC over exist pavement

State forces have placed good mat'l on shoulders —

Mr. Klaboe, on November 7, 1972, instructed Regional Engineer Versteeg to keep paving shoulders on the Umpqua Highway in mind when setting up future work in Region 3.

At present there is a contract with S. D. Spencer & Son to construct five passing bays between Scottsburg and Elkton (see straight line chart). Region 3 proposes to overlay 2.16 miles of highway, 32 feet wide. This 2.16 miles is divided into 0.99 mile and 1.17 mile sections adjacent to the contracted passing bays.

S. D. Spencer bids $58,590 for 4,900 tons of (2" overall) A.C. and tack in place.

J. C. Compton bids $63,735 for 4,900 tons of A.C. and tack in place.

This overlay could be handled in two ways:

(1) Price agreement to existing passing bays contract.

(2) Negotiated contract via Purchase Requisition, making the charges to Region 3's minor betterment allotment for 1973-74.

Your approval of either method is sought. The pictures and package Region 3 has presented indicate a very needed and worthy project.

RECEIVED
JUN 19 1973
Office of
Assistant State Highway Engineer

Carl M. Williams
Maintenance Services Engineer

CMW:mlp
Attachments

cc: A. Shirley

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon 97470

DATE 6-15-73

TO D. H. Moehring, Maintenance Engineer

FROM JOHN W. SHELDRAKE, Regional Maintenance Engineer

SUBJECT Request for Negotiated Contract A.C. Overlay
Greenacres-Sawyer Rapids Section
(M.P. 19.8-20.8 and M.P. 32.6-33.8)
Umpqua Highway #45
Douglas County

Enclosed is correspondence, price quotations, pictures of existing surface conditions, and a straight line reference map to accompany subject request.

A copy of Mr. Klaboe's 11/7/72 letter relative to delineation (fog lines) is also enclosed.

The enclosed pictures quite graphically portray the surface condition on these sections which, at least subjectively, are the worst between Reedsport and Elkton. The proposed work will connect two passing bays and provide a connection between the current project passing bay and a future bay just east of Greenacres.

Traffic Data:

1970 ADT	2290	
1971 ADT	2438	6.5% increase over 1970
1972 ADT	2550	4.6% increase over 1971

This data is at the Scottsburg permanent recorder, M.P. 23.74. In the 1971 ADT, 31.8% of the ADT were heavy vehicles. With the obvious boom in the lumber and chip market, there is no doubt of increased truck traffic exceeded the percent increase in ADT. Visual observation indicates this trend, although we do not have a recent classification count. These repetitive loadings are certainly finding the soft spots and generally fatiguing the pavement.

MAINTENANCE ENGINEER
RECEIVED
JUN 18 1973
ME AME AME OE AG
BME BS AA FILE TA

SCR Data:

In the west unit, the 1971 SCR rate 3 is 205 to 80. In the east unit, it is 101 to 195. This is not alarming in itself but this data is two years old. The two subject sections would rate at least 50% higher on both surf and ride if re-run now, in my estimation.

1973 Patching:

We will have to go in with 500 to 600 tons of A.C. this season between Scottsburg and Elkton to hold the surface. This is predicated on S. D. Spencer getting the passing bays surfaced, however. Addition of the requested overlay would allow some diversion to other patching work.

Cost:

Region does not feel that we can fund this project ($58,590) totally with Region-controlled funds. Request consideration of commitment of fiscal 1974 contract overlay funding in this amount. There very possibly will not be subsequent opportunity to perform this work for the quoted cost.

Your consideration and approval is solicited and recommended.

JWS/cw
Attach.

cc Jack C. McCormick

OREGON STATE HIGHWAY DEPARTMENT

FORM F-220 (REV. 3-68)

SUBJECT: AC overlay MP 19.8-20.8 and MP 32.6 - 33.8 Umpqua Highway.	TO: John Sheldrake Region Maintenance Enginee
DATE: June 11, 1973	FROM: Jack C. McCormick District Engineer

Attached find letter quotes for a 32' wide 2" depth AC overlay on the Umpqua Hwy. The prices quoted are to include all signing & flagging necessary to control traffic, insurance, 100% bond and approx. 400 tons of patching.

Locations of the proposed overlays are at MP 19.8 to 20.8 and 32.6 to 33.8 on the Umpqua Hwy. The section at MP 19.8 to 20.8 is at the West end of the most westerly passing bay presentl being constructed by S.D. Spencer & Sons. Surface wise this is one of the worst stretches on the Umpqua Hwy. It has extensive pot holing, traffic rutting alligatoring, surface failure & distortion. Existing paved width is approx. 22'. The section between MP 32.6 to MP 33.8 will connect the passing bay just West of Elkton with the slide correction project. This will give a continous section from Elkton to MP 25 with minimum width of 32' paved surface with shoulder striping except for ap prox. 1500' of shoulder on one side near Elkton. This stretch of shoulder will be paved out by maintenance forces.

The proposed overlays will eliminate the traffic hazard of narrow road bad sections between improved sections at these locations. The Reedsport maintenance crew has completed placing the shoulder rock on these sections for a 32' width. There is still some surface & sub grade repair to be done, AC basing at a planned alignment shift.

It is therefore requested that permission be granted to enter into a negotiated contract with S. D. Spencer & Sons. They have the low bid at $58,590.00. Financing to be done by minor betterment.

NB

Jack C. McCormick
(SIGNATURE)

PLEASE REPLY HERE

(DATE) (SIGNATURE)

1. SENDER DETACH SHEET NO. 2 AND HOLD UNTIL REPLY IS RECEIVED. FORWARD SHEETS 1 AND 3 INTACT WITH CARBONS.
2. ADDRESSEE REPLY, DETACH CARBONS AND RETURN SHEET 3 TO SENDER. RETAIN SHEET 1.

AREA CODE - VANCOUVER 206, PORTLAND 503

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N. E. 72nd Avenue • Phones: Vancouver 693-4719 • Portland, 285-9232
VANCOUVER, WASHINGTON 98661

June 6, 1973

Jack C. McCormick
O.S.H. Division
P O Box 1128
Roseburg, Oregon 97470

Gentlemen:

Pursuant to our verbal conversation, we shall quote our unit prices plus 40¢ per ton allowance for flagging; therefore our quote is as follows.

4900 tons class C asphaltic concrete	9.40/ton
7 tons SS-1 Tack Coat	110.00/ton
Asphalt for mix	40.00/ton

We quoted in this manner because we would be doing Wells Creek - Jack Creek at the same time, therefore, we are paid by invoice and it would be yours and Mr. Bates determination of how much asphalt was used on each project.

Sincerely

Otis P. Jordan Jr

Otis P. Jordan
S. D. Spencer & Son

9.40 + .06(40.00) = 11.80

OPJ:ms

A.C.	11.80/Ton	x 4900 ton =	57,820
Tack	7/ton	x 110.00 =	770
			$58,590

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

PHONE: 472-4155
AREA CODE 503

P.O. BOX 86
McMINNVILLE, OREGON 97128

RECEIVED
MAY 25 1973
DIST. ENGR.
ROSEBURG, ORE.
DE ☐ HMO ☐ DMC ☐

May 22, 1973

Mr. Jack C. McCormick
Oregon State Highway Department
PO Box 1128
Roseburg, OR 97470

RE: Overlay, Umpqua River Highway
MP 19.8 - 20.8 &
MP 32.6 - 33.8

Dear Mr. McCormick:

The following is our quote for performing the above referenced work:

1.	Class C Mix in Place	4,900 tons @ 12.90	$63,210.00
2.	SS-1 Tack Coat in Place	7 tons @ 75.002	525.00
			$63,735.00

Sincerely,

J. C. COMPTON COMPANY

BY _____
John C. Compton
President

JCC:sb

Roseburg, Oregon
November 9, 1972

Umpqua Highway Improvement

Jack C. McCormick
District Engineer
O F F I C E

Transmitted is a copy of Mr. Klaboe's letter of November 7, 1972 pointing out the need for paving the shoulders on the Umpqua Highway east of Reedsport. There are no Minor Betterment funds available to pave these shoulders at this time. Please keep this as a top priority project to be done as soon as money is available.

Last summer the telephone company buried a cable next to the edge of pavement for several miles along the southerly side of the Umpqua Highway. Apparently they have failed to restore this area to its original condition. Please determine if they have any additional responsibilities in this area.

In any event, please see that these shoulders are bladed, rocked as needed and put into shape for winter travel. As there is no shoulder stripe on this section of highway, take a good look at the sight posts and renew as required.

Pot hole production last winter on this section must have been near the top for your district. If we can develop the needed width, it might be possible to get an overlay over a portion of this highway in the near future. In the meantime, try to keep the surfacing and shoulder repaired to make this section as safe as possible for the traveling public.

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. VERSTEEG
Region Engineer

JHV/cw
Encl.

cc F. B. Klaboe
A. E. Johnson
R. N. Bothman

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 7, 1972

TO H. J. Versteeg
Regional Engineer
R O S E B U R G

FROM F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Umpqua Highway Improvement

I have a suggestion to make following a trip through your Region.

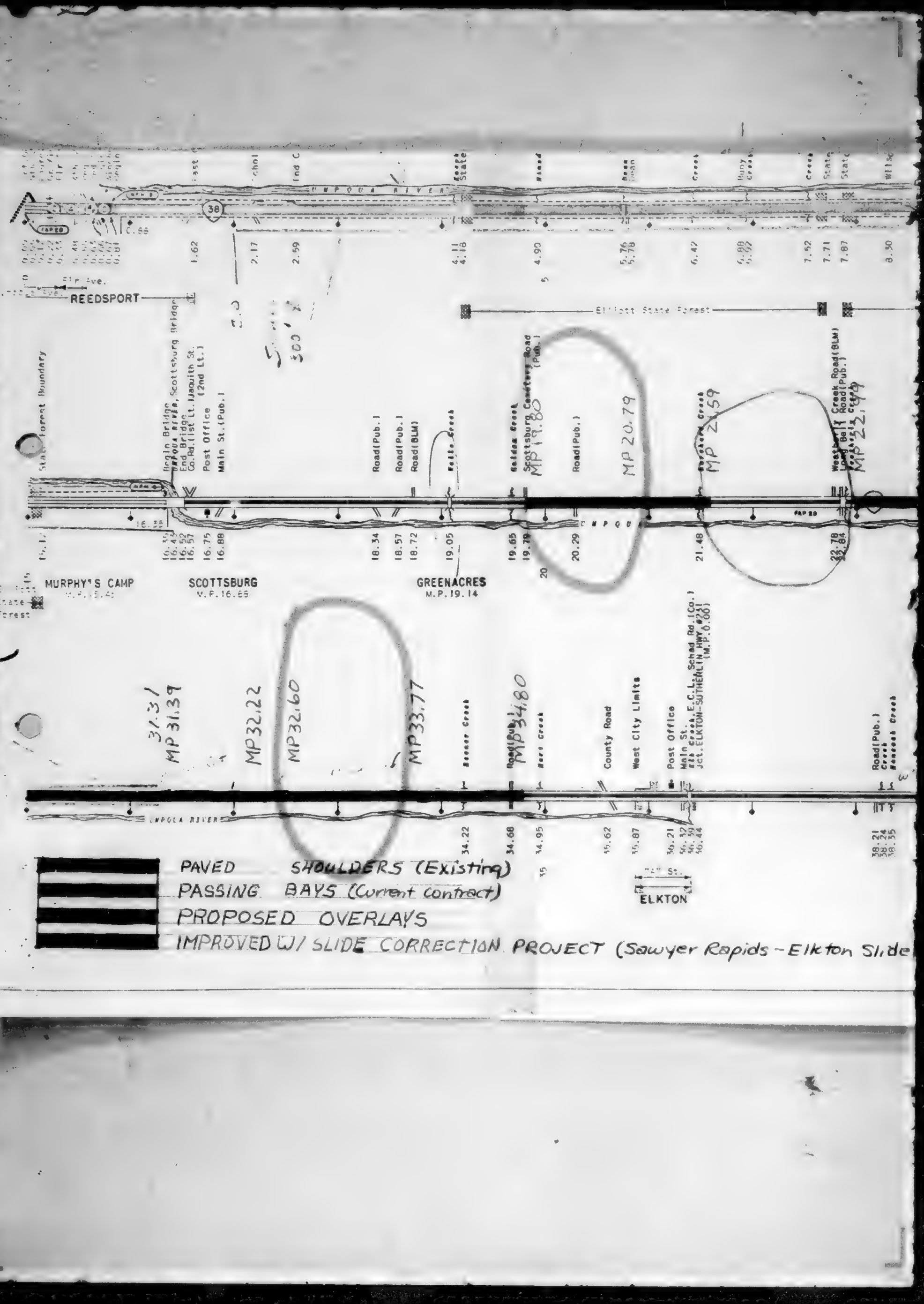
The south shoulders on many miles of the Umpqua Highway east of Reedsport are not paved and do not have a shoulder stripe.

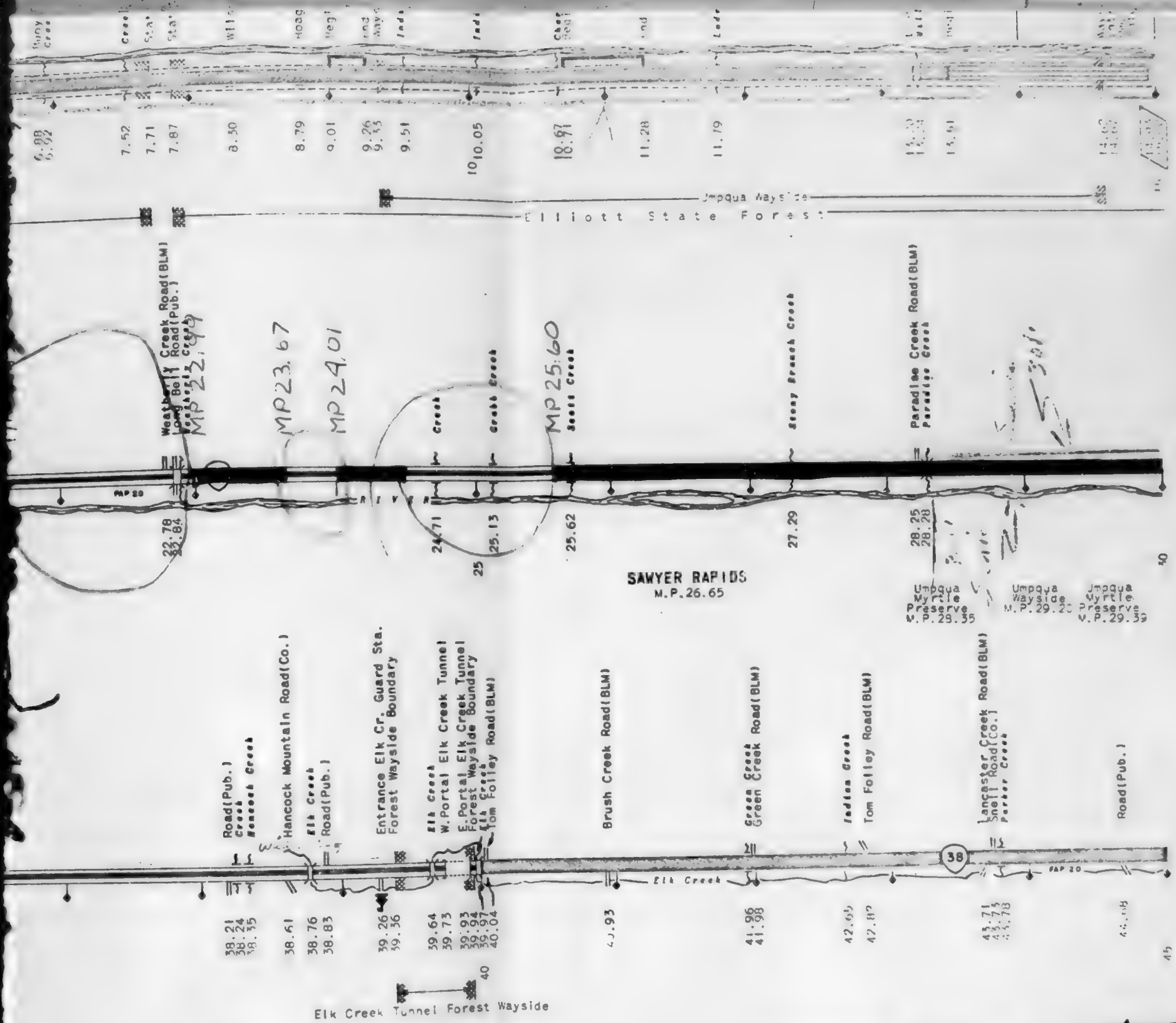
Please keep this in mind when setting up your future work schedule to see if the shoulders can be paved and a desirable shoulder stripe provided.

FBK:ia

cc A. E. Johnson

ROSEBURG REGION
RECEIVED
NOV - 9 1972
RUE | DLS | RCR | HLE | TA


REEDSPORT
State Forest Boundary
Elliott State Forest
Umpqua River
Begin Bridge
End Bridge
Co.Rd.(1st Lt. Umpqua St.
Post Office (2nd Lt.)
Main St.(Pub.)
Road(Pub.)
Road(BLM)
Scottsburg Cemetery Road (Pub.)
MP 19.80
MP 20.79
MP 2.59
MP 22.78
MURPHY'S CAMP
M.P. 15.42
SCOTTSBURG
M.P. 16.66
GREENACRES
M.P. 19.14
MP 31.39
MP 32.22
MP 32.60
MP 33.77
MP 34.80
County Road
West City Limits
Post Office
Main St.
Jct. ELKTON-SUTHERLIN HWY. #221 (M.P. 0.00)
ELKTON
PAVED SHOULDERS (Existing)
PASSING BAYS (Current contract)
PROPOSED OVERLAYS
IMPROVED W/ SLIDE CORRECTION PROJECT (Sawyer Rapids - Elkton Slide



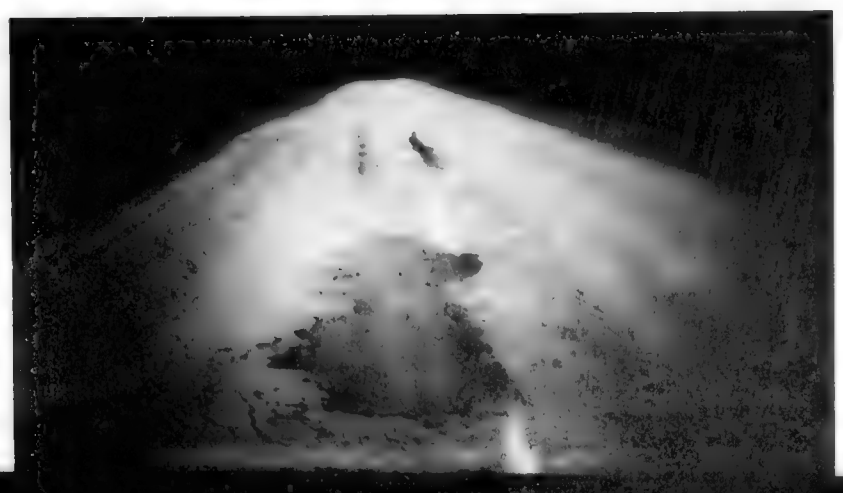
Umpqua Highway #45

Rapids - Elkton Slide Section)

Surface Condition, Umpqua Hwy. 1/6

MP 19.84

MP 19.86



MP 19.92

MP 19.84

MP 19.86

MP 19.92

MP 19.99

MP 20.04

MP 20.05

MP 19.99

MP 20.04

MP 20.05

MP 20.38

MP 20.50

MP 20.73

MP 20.38

MP 20.50

MP 20.73

MP 20.15

MP 20.20

MP 20.27

AN ORIGINAL POLAROID® LAND PHOTOGRAPH

SUBJECT Hwy 38 Defects DATE 6-19-73

NAME

ADDRESS MP 20.27

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MP 20.20

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MP 20.15

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MP 32.63

MP 33.00

MP 33.23

MP 33.23

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SUBJECT Hwy 38 prep for O'lay DATE 6-14-73

NAME

ADDRESS MP 33.23

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MP 32.63

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SUBJECT Hwy 38 Prep for O'lay DATE 6-14-73

NAME

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9/5

AN ORIGINAL POLAROID® LAND PHOTOGRAPH

SUBJECT Hwy 38 Prep for Rez Overlay DATE 6-14-73

NAME

ADDRESS MP 32.63

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P558B 1 4/72 Printed in U.S.A

MP 33.63

AN ORIGINAL POLAROID® LAND PHOTOGRAPH

SUBJECT Hwy 38 Defects DATE 6-1473

NAME

ADDRESS MP 33.63

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8 x 10 ENLARGEMENTS	
35mm SLIDES	

P5588-1 4/72

Printed in U.S.A.

6/6

MP 33.63

7788

June 15, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

Federal-aid Project
No. EHS-F-142(9)

SUBJECT Request Change Order Approval

Contract 7788, State Force Order No. 5

Project Wells Cr.-Jack Cr. (Passing Bays)

Highway Umpqua

County Douglas

This Order covers the cost of furnishing and installing permanent signing on this project. The contractor is not properly equipped to perform this work. The State has the necessary special crews and equipment to perform the work most economically. The amount of this work is too small to be done by separate contract.

A copy of the Engineer's letter is attached.

The estimated cost of this work is $1,940.00 with Federal participation in the amount of $1,164.00.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, June 7, 1973.

Your approval as of June 7, 1973 is requested.

BMW:bb
Attach.

5

7788

June 6, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. EHS-F-142(9)

SUBJECT Request Change Order Approval

Contract 7788, Extra Work Order No. 5

Project Wells Creek-Jack Creek (Passing Bays)

Highway Umpqua

County Douglas

The Order covers removal of sections of pavement where soft spots exist. Hot-mix asphaltic concrete will be placed where pavement is removed. This work is necessary to strengthen the grade prior to placement of the AC overlay.

Attached is a copy of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on May 30, 1973.

Your approval as of May 30, 1973 is requested.

Attach.

JK:dg

OREGON STATE HIGHWAY DIVISION

7788

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE April 30, 1973

Federal-aid Project No. EHS-F-142(9)

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7788 Extra Work Order No. 2

Project Wells Cr. - Jack Cr.

Highway Umpqua

County Douglas

This order covers the cost of installing 12-inch culvert pipe at stations 168+02 and 176+02. The culverts to be installed under this order are outside of the contract limits but must be installed to comply with right-of-way obligations as set forth in right-of-way files 46682 and 46684.

A copy of the Engineer's letter of explanation is attached.

This work was tentatively approved by the Federal Highway Administration District Engineer February 9, 1973.

Your approval as of February 9, 1973 is requested.

Attach.

BMW:dgk

7788 S

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7788 3-21-73

FEDERAL AID PROJECT NO.
EHS-F-142(9)

STATE PROJECT NO.
WELLS CREEK-JACK CREEK SECTION

COUNTY NAME
DOUGLAS

PROGRAM STAGE (Check) [ ] 1. [X] 2.

FROM:
VERNON V. CUSACK
ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
P-526

TO:

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
MAR 22 '73
REFER TO
FOR
Info | Inv'r | R/D | D/R | Sign | Act | File

Copy to Young 3-22-73

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	FEBRUARY 26, 1973	PRIMARY ROUTE 20
		STATE ROUTE NUMBER: UMPQUA HIGHWAY ROUTE 45

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ACTUAL ADJUSTMENTS FOR DOUGLAS ELECTRIC COOPERATIVE, INC., POWER LINE ADJUSTMENTS ON AN ACTUAL COST BASIS ESTIMATED TO BE $805.47 AS REQUESTED IN MR. YOUNG'S FEBRUARY 20, 1973 LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) UTILITY ADJUSTMENT
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

OUR PROGRAM MEMORANDUM DATED JUNE 16, 1972 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE THAT DATE. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED NOVEMBER 29, 1972.

THE AGREEMENT WITH DOUGLAS ELECTRIC COOPERATIVE, INC., AND THE CERTIFICATION OF PROPERTY RIGHTS WERE APPROVED AND ACKNOWLEDGED WITH OUR LETTER OF AUTHORIZATION DATED JULY 26, 1972.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-21-73	C R Burglund for	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
OCT 25 1972
FOR FILING

7788

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

October 24, 1972

To: Mr. J. H. Versteeg
Region Engineer

SUBJECT: Class 50 Riprap
Wells Creek-Jack Creek Section
Umpqua Highway
Contract No. 7788

Attention: Mr. J. X. Wilson
Region Construction Engineer

NOTED
A. E. JOHNSON

A field inspection was made on Wednesday, October 18, with A. W. Bates, Resident Engineer at Roseburg, to determine the necessity for the Class 50 riprap as shown on the construction plans. Embankment slopes involved at most of the locations were 3:1 and flatter, with the majority 4:1 to 6:1. The soils to be incorporated into these embankments are clay shales and are not as susceptible to erosion as the foundation soils.

The following tabulation indicates the results of the field inspection:

Stations	Remarks
244+00 to 247+00 Lt & Rt	Construct as shown on plans
253+00 to 255+00 Lt & Rt	No riprap
258+00 to 262+00 Lt & Rt	Place riprap around culvert inlet and outlet only
266+00 to 279+00 Lt & Rt	Place riprap around culvert inlet and outlet only. Side slopes are 6:1 and about 2 feet high
360+00 to 364+00 Lt & Rt	No riprap - 4:1 slopes, low velocity expected
365+75 to 372+00 Rt	" " " "
374+00 to 381+00 Lt & Rt	Place riprap around culvert inlet and outlet only. Low velocity expected along fill
811+00 to 812+50 Rt & 816+00 to 824+00 Rt	No riprap necessary
388+00 to 393+00	No riprap, flat slopes & low velocity along fill

From Station 811 to 824 inclusive, the fill was constructed this year under another contract. By the time riprap is placed on the toe of slope, the fill will have been in place over a year and should be well sodded. This embankment is protected at both ends and separated by a heavy line of brush from the river, which is some distance away.

The slopes at all the locations are subject to varying degrees of inundation by extreme floodwaters when they cover the floodplain adjacent to the highway. Because of heavy brushlines crossing the floodplain plus the brushline along the river bank, velocities will be low--probably in the range of one to two feet per second. Such low velocities will be ineffective on the clayey-type soils and the flatter embankment slopes, and even less so when the slopes are sodded.

If in the judgment of the engineer the fill slopes do not appear to be stable at the end of the next construction season because the seeding and mulching has not been done or cannot be done in time to provide a vegetated protection, then he could use the bid item, "Plant Mix Aggregate Base" about four inches in depth on the slopes where necessary.

If there are any questions on this, we will be happy to discuss them with you.

Victor D. Wolfe
Location Engineer

By

Richard L. Lenz
Hydraulics Engineer

RLL:mc

cc Victor D. Wolfe
A. E. Johnson
A. W. Bates

RECEIVED
OCT 24 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
FORM S-50 (REV. 10-68)
7128

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 18, 1972

To: C. T. Keasey
Construction Engineer
S A L E M

SUBJECT: FHWA Inspection Report
Wells Creek-Jack Creek Sec.
Umpqua Highway
Douglas County

NOTED
A. E. JOHNSON

Concerning your letter of October 5, 1972, we have the following comments:

I have discussed the use of cement treated base with the Resident Engineer, Design Section, and Materials over the last several months. We planned to request consideration of such a change if a substantial savings can be proven. If there are only marginal monetary benefits, a change order in base material will not be submitted.

There was limited discussion concerning the possibility of an additional passing bay. This was not seriously considered as Mr. Johnson's prior instructions on extending contract work to use up the money were very clear on this point.

I was not aware of the discussion to eliminate the Class 50 rip rap in some of the areas along the river. This idea may have some merit but will be carefully evaluated by both a hydraulics study and our Geologist.

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. VERSTEEG
Region Engineer

JHV/cw

cc A. E. Johnson
A. W. Bates

RECEIVED
OCT 20 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
OCT 10 1972
FOR FILING

7788

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 9, 1972

To: Victor D. Wolfe
Location Engineer
S A L E M

SUBJECT: Wells Cr.-Jack Cr. Sec.
Umpqua Highway
Contract No. 7788

NOTED
A. E. JOHNSON

We are giving consideration to eliminating Class 50 rip rap in several areas on the above project. This would be primarily where the roadway is some distance from the river and also where we have relatively flat slopes. The thinking here is that even though design flood water may reach the roadway, because of existing vegetation and the existing large flood plain area, little velocity will be experienced. In addition, the rock would be a hindrance to maintenance as well as not being particularly pleasing to the eye.

Would you please have Dick Lenz investigate the areas where rip rap is shown on the plans and let us know where, if it would be feasible, to eliminate this item.

J. X. WILSON
Region Construction Engineer

JXW/cw
cc A. E. Johnson
C. T. Keasey
A. W. Bates

RECEIVED
OCT 10 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
OCT 6 - 1972
FORM 8-20-X 12-67

7788

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 5, 1972

To: J. H. Versteeg
Region Engineer

SUBJECT: FHWA Inspection Report
Wells Creek-Jack Creek Section
Umpqua Highway

FROM: C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

The FHWA Inspection Report on the subject project dated September 17, 1972 contains several items deserving comment.

Referring to the numbered items in that report, Item 3 discusses the possibility of changing the base design from crushed aggregate to cement treated base. This is worthy of investigation and should be pursued if a substantial savings can be made. Another part of this item mentions the possible addition of another passing bay to the project. This is not to be considered at this time and will not be approved.

Item 4 discusses the possibility of deletion of part of the riprap slope protection. This should be considered only if a thorough hydraulic study and investigation indicates that it is truly unnecessary. I suggest that you have Dick Lenz look into this before any final decision is made.

Please investigate and report on these items.

CTK:fw
Enc.
cc A. E. Johnson

RECEIVED
OCT 5 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 5 1972
FORM E-20-X 12-67

RECEIVED
AUG 31 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FOR File

7788

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30, 1972

To: J. H. Versteeg, Region Engineer
ATTN: J. X. Wilson

SUBJECT: Wells Creek-Jack Creek Section
Umpqua Highway
Douglas County
R/W Files 46684 and 46685

FROM: C. T. Keasey
Construction Engineer

Your proposal to shift the centerline on the subject section 4 feet left between approximate Station 165 to Station 198 to avoid right of way difficulties is approved.

You may proceed, with necessary documentation with the contractor, as outlined in your letter of August 29, 1972 and as indicated on the sketch map and cross sections.

NOTED
E. S. HUNTER

CTK:fw
Enc.
cc A. E. Johnson
E. S. Hunter

RECEIVED
AUG 15 1972
FOR FILING
7728

bc C. T. Kesney
Walt Hart
L. H. You
Attn: Vince Gallagher
J. H. Versteeg
Don Trout
A. W. Bates
William Geibel (SAIF)

August 15, 1972

S. D. Spencer & Sons
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

Gentlemen:

The State Highway Commission on August 4, 1972, accepted your proposal for work on the Wells Creek-Jack Creek (Passing Bays) Section of the Umpqua Highway in Douglas County in the amount of $1,256,100 and referred it to the Administrator of Highways with authority to award the contract as soon as necessary right of way is acquired and approval of the Federal Highway Administration is received.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7728.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin August 28, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

RECEIVED
AUG 1 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7788

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 15, 1972

TO G. L. Green, Acting Division Engineer
[redacted]
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Concurrence in Award**

Confirmation of your tentative concurrence as of August 15, 1972, is requested in the award of contract for the Wells Creek-Jack Creek Section, Project No. BHS-F-142(9).

The contractor receiving the award is S. D. Spencer & Son, in the amount of $1,256,100.00, with Contract No. 7788 assigned. This bid was received on July 27, 1972 and awarded on August 15, 1972.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration Endorsement

Date _____
I concur in the Award

G. L. Green, Acting Division Engineer

DAR:kds

RECEIVED

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

7784

HIGHWAY BUILDING • • • SALEM, OREGON PHONE 378-6597310

July 31, 1972

Douglas Electric Cooperative, Inc.
P. O. Box 1327
Roseburg, Oregon 97470

ATTENTION: Mr. Homer Waters

RE: Power Line Relocation
Wells Creek-Jack Creek Section
Umpqua Highway
Douglas County

RECEIVED
AUG 1 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of June 13, 1972, have been approved by the State and the Federal Highway Administration subject to the stipulation below. This will confirm our verbal authorization to proceed with the work as of June 29, 1972.

Our letter dated May 17, 1972, transmitted a list of conflicts totaling 28 in number, 14 of which were located on private property. The elimination from the project of Passing Bay No. 1 reduces the number of conflicts by seven. In addition, you advise the last two conflicts we listed are owned by Pacific Northwest Bell Telephone Company. Therefore, your estimate of costs in the amount of $6,509.91 includes a total of 19 conflicts, seven of which are located on private property. The State will reimburse you 7/19ths or 36.84% of the total cost of the work detailed in your estimate. The State's share is estimated to be $2,398.25 (36.84% X $6,509.91 = $2,398.25).

Reimbursement for work performed on and subsequent to June 29, 1972 will be made subject to the provisions of PPM 30-4 upon receipt of your actual cost billing.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Julius Litchfield
for T. W. Litchfield
Railroad and Utility Engineer

RGP:dl:fw
cc: A. E. Johnson
Glen Green
V. L. Gallagher - w/att. (2)
V. E. Skoog "
J. H. Versteeg " (2)
A. W. Bates "
J. C. McCormick "
M. G. Havig "

Note to J. H. Versteeg: Please have a State Force Order prepared and submitted for this work. Project No. EHS-F-142(9), Prefix No. 10-1040. Return one copy of estimate and sketch with SFO.

Form E-123

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-26-72

FOR FILING

FEDERAL AID PROJECT NO.
EHS-F-142(9)

STATE PROJECT NO.
WELLS CREEK-JACK CREEK SEC

FROM:
G. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
DOUGLAS

ITEM NO.
P-526

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

7788

TO:

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	JUNE 29, 1972	PRIMARY ROUTE #20
		STATE ROUTE NUMBER: UMPQUA HIGHWAY ROUTE #45

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR DOUGLAS ELECTRIC COOP. INC., POWER LINE ADJUSTMENT EFFECTIVE JUNE 29, 1972. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $2,398.25 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [X] OTHER (Specify) UTILITY ADJUSTMENT 7-31-72

- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
OUR PROGRAM MEMORANDUM DATED JUNE 16, 1972 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE THAT DATE. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 2-14-69 AND PPM 30-4.1 DATED 10-1-69.

WE APPROVE THE AGREEMENT WITH THE DOUGLAS ELECTRIC COOP., INC., CONSISTING OF OUR JUNE 28, 1972 UTILITIES AND RAILROAD ENGINEER'S LETTER, THE JUNE 13, 1972 DOUGLAS ELECTRIC COOP., INC., LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S JULY 17, 1972 LETTER.

RECEIPT OF MR. MARTIN G. HAVIG'S JUNE 28, 1972 AFFIDAVIT OF THE DOUGLAS ELECTRIC COOP'S PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE SUBMITTED FOR APPROVAL AT A LATER DATE.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-26-72	C. C. Burghardt	ACTING DIVISION ENGINEER

NOTED EXCEPTIONS

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-26-72

FOR FILING

FEDERAL AID PROJECT NO.
EHS-F-142(9)

STATE PROJECT NO.
WELLS CREEK-JACK CREEK SECT

FROM:
G. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
DOUGLAS

ITEM NO.
P-526

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:
7786

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
JULY 5, 1972	JULY 7, 1972	PRIMARY ROUTE #20 UMPQUA HIGHWAY ROUTE #45

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ACTUAL ADJUSTMENTS FOR THE UMPQUA TELEPHONE COMPANY'S FACILITIES EFFECTIVE JULY 7, 1972. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $8,758.54 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

7-31-72

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) UTILITY ADJUSTMENT.
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

OUR PROGRAM MEMORANDUM DATED JUNE 16, 1972 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISONS OF PPM 30-4 DATED 2-14-69 AND PPM 30-4.1 DATED 10-1-69.

WE APPROVE THE AGREEMENT WITH THE UMPQUAR TELEPHONE COMPANY INC., CONSISTING OF YOUR JULY 3, 1972 UTILITIES & RAILROAD ENGINEER'S LETTER, THE UMPQUA TELEPHONE COMPANY INC., JUNE 22, 1972 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S JULY 7, 1972 LETTER.

RECEIPT OF MR. MARTIN G. HAVIG'S JULY 3, 1972 AFFIDAVIT OF THE UMPQUA TELEPHONE COMPANY INC., PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE SUBMITTED AT A LATER DATE FOR APPROVAL.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-26-72	C R Baughman NOTED TOM EDWARDS	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
JUL 24 1972

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FOR FILING 7-12-72

FROM: G. L. GREEN, ACTING DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	FEDERAL AID PROJECT NO. F-142(9)
	ITEM NO. P-526	STATE PROJECT NO. WELLS CREEK-JACK CREEK (PASSING BAYS) SECTION
TO: 7784		COUNTY NAME DOUGLAS
		PROGRAM STAGE (Check) [ ] 1. [X] 2.

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

7-20-72
Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	JULY 5, 1972	PRIMARY ROUTE #20
		STATE ROUTE NUMBER: UMPQUA HIGHWAY ROUTE 45

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $7,800 - TEMPORARY EROSION CONTROL $4,000 - ON THE JOB TRAINING $3,200 AND PERMANENT PAVEMENT STRIPING BY STATE FORCES $1,200 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS

- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $7,800.00
  TEMPORARY EROSION CONTROL $4,000.00
  ON THE JOB TRAINING $3,200.00
  PERMANENT PAVEMENT STRIPING BY STATE FORCES $1,200.00

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JUNE 30, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THIS AUTHORIZATION IS CONDITIONED ON YOUR OBTAINING THE RIGHT TO ENTER AND USE ALL RIGHT OF WAY PRIOR TO REQUEST FOR CONCURRENCE IN AWARD.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-18-72	G. L. Green	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

TRANSACTION NUMBER 6-40

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-16-72

BY (Signature): MR. YOUNG'S JUNE 6, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 526 THRU _____

ITEM NO.	* PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
526	EHS-F-142(9)	5.41	1,515,000	962,000	WELLS CREEK - JACK CREEK (PASSING BAYS) SECTION	GRADE, DRAIN, HIGH TYPE PAVEMENT IN PASSING LANES AT INTERMITTENT LOCATIONS.

6-21-72

Jmy

6-16-72

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL NECESSARY PREPARATORY WORK FOR UTILITY ADJUSTMENTS.

DEPARTMENT OF TRANSPORTATION
JUN 21 1972
ENGINEERING

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 6-16-72	SIGNATURE AND TITLE G. L. GREEN, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

6-6-72

FEDERAL-AID PR

(PPM 2

CARD 2 — REPORT NUMBER: 1 (18) (20) — PROJECT LOCATION (45 typewriter spaces): SR 38 3.9 Mi. E. of Scottsburg, E. 25.0 Mi. 21 65 — ADT — PRESENT: 2,400 — FUTURE: 4,550 (66) (70) — YEAR: 92 (71)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., High-Type Pave. 28 62 — NATL. FOREST (63) (65) — FH ROUTE NO. (66) (68) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72) (73) — PL. AUTH (74)

CARD — CLASS OF FEDERAL FUNDS: Primary — COUNTY NAME

NAME OF URBAN AREA 17-31 — ROUTE NO. P — FEDERAL-AID 20

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	ESTIMATED PROJECT COST: FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					PE		SR 38 3.9 Mi. E. of Scottsburg, E. 25.0 Mi.			
5					ROW					
5					CONST (CODE) 6201 Y060		"Wells Cr.-Jack Cr. (Passing Bays) Sec."	*5.41	1,515,000	962,900
								*5.41	1,515,000	962,900

(16) (23) (24) (33)

CARD 1 — CODE 1 — PREPARED BY — PROJECT TOTALS

1 — 14 — PROGRAM APPROVAL DATES

*Work to be done on 7 separate areas in an overall length of 25.0 mi.; total length of construction 5.41 mi.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

.0 Mi. (65)	ADT	PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME	STATE CODE (2)(3)	APPN CODE (4)(9)	ITEM NO. (14)(18)
		2,400	4,550	92	10	Oregon	35	012	526

SUFV AGCY (69)	OA CLASSIF. (70)	OA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) (14-23)	NUMBER (7)	SEQ. NO. (8-13)	T. Projects Only POST MI. (24)(26)	DESIG. (27)
					EHS-F-	142	(9)		

COUNTY NAME: Douglas — CODE (14)(16): 019

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. p — FEDERAL-AID (32): 20 — STATE (36)(37): 45 — U.S. (41)

MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
*5.41	1,515,000	962,900	552,100		Gr., dr., & H.T. pave., 12' passing lanes with 4' shldrs. at intermittent locations to provide 7 passing bay sections for E. & W. Bd. traffic on a basic two 12'-lane facility. ROW-95' min.; Access control-partial; Park. restrictions-none; Utilities-Adj. required including preparatory work.
*5.41	1,515,000	962,900	552,100		

(16) (23)(24) (33)

REMARKS

*Work to be done on 7 separate areas in an overall length of 25.0 mi.; total length of construction 5.41 mi.

Additional Data: Item 515, Project F-142(8).

-OVER-

USCOMM DUSCOMM-DC 48905-P61

WELLS CR.-JACK CR. (PASSING BAYS) SECTION
PROJECT NO. EHS-F-142(9)

Existing Facilities: 20- to 21-foot bituminous travel surface with 2- to 3-foot gravel shoulders.

Adjacent Sections: Same as above-described existing facilities.

Project Data: The project consists of grading, draining and high-type paving, at intermittent locations, to provide 7 passing bay sections consisting of a 12-foot lane with 4-foot paved shoulder added to a basic two 12-foot lane facility to accommodate E. Bd. and/or W. Bd. traffic at the following locations:

*LOCATION Sta. to Sta.	PASSING LANES E. Bd.	W. Bd.
244+00 - 286+00	x	
360+00 - 396+00	x	
414+00 - 446+00		x
804+00 - 847+50	x	x
929+00 - 983+50	x	x
1157+00 - 1190+50		x
1523+00 - 1567+50	x	x

*Limits of work.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

Public Hearing: Held July 20, 1971. Certification required by Section 128 "Public Hearings" of Title 23, U.S.C., was made under our letter of February 18, 1972.

Location/Design Approval: Granted by FHWA under Memorandum of March 1, 1972.

Environmental St
stated that the
and accepted by
the project can
1972.

Clearinghouse Ap
"Notice of Inten
1971 and said no
more than 30 day
no adverse revie

NOTE:

(1) This projec
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which in combina
heavy trucks pr
magnitude that i
tions in the Sta

(2) On-the-job
on this project
stipulated in th

Utilities: Adju

a.
b.

CTION

travel surface

sting facilities.

draining and
provide 7 passing
4-foot paved
lity to accommodate
ocations:

PASSING LANES

	W. Bd.
x	
x	
x	
x	
x	

opments, Historical

ion required by
C., was made under

er Memorandum of

Environmental Statement: FHWA Memorandum of January 28, 1972 stated that the "Final Environmental Statement" has been reviewed and accepted by the office of the Secretary of Transportation and the project can be advanced in the normal manner on February 21, 1972.

Clearinghouse Approval: State -- July 14, 1971. District 6 -- "Notice of Intent" was sent to District 6 Clearinghouse on June 22, 1971 and said notice has lain before District 6 Clearinghouse for more than 30 days without action and it is therefore assumed that no adverse review or comments will be received.

NOTE:

(1) This project qualifies as "EHS" under the provisions of paragraph (a) of Section "Emergency Highway Safety Program" of IM 30-5-71 as a "Safety Related Type" providing passing facilities to reduce traffic congestion presently caused by lack of sufficient adequate passing opportunities throughout the length of this project. This section of constantly curving road alignment, i.e., horizontal and vertical, presents a problem of inadequate passing sight distance which in combination with traffic consisting of a high percentage of heavy trucks presents a potential and actual traffic hazard of such a magnitude that it would warrant a top priority among hazardous locations in the State needing improvement.

(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S.&E. stage and the number stipulated in the P.S.&E. documents.

Utilities: Adjustment of the following (Type Code Y060):

a.	Douglas Electric Co-op. - - - - -	$5,000
b.	Umpqua Telephone Company- - - - -	3,500
		$8,500

RECEIVED
FEB 2

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 28, 1972

In reply refer to: 10-35-EC

7288

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-142(-)
Wells Creek-Jack Creek Section
Umpqua Highway
Final Environmental Statement

The subject final environmental statement has been reviewed and accepted by the Office of the Secretary of Transportation and CEQ was furnished the final environmental statement on January 19, 1972.

The project can be advanced in the normal manner on February 21, 1972.

Copies of the final environmental statement should be available for public inspection as set forth in Paragraph 61(1) of PPM 90-1.

Schroder-Young

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED

FOR FILING

7788

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

NOTED
F. B. KLAGGE

Section: Wells Creek - Jack Creek (Passing Bays)
Highway: Umpqua (FAR 20)
County: Douglas
Prefix: 10-1420

Res. Engr.
Approx. Length 26.4± miles
Sta. 166+00 ± to Sta. 1567+50 ±
Date December 23, 1971

Mean Truck A.D.T. 827
Traffic Coefficient 10.5
18 kip s. a. per day 448.6
(1)

Annual Precipitation 60"±
Frost Penetration - - - -
CBR Total Requirement 33.5"

Typical Soil

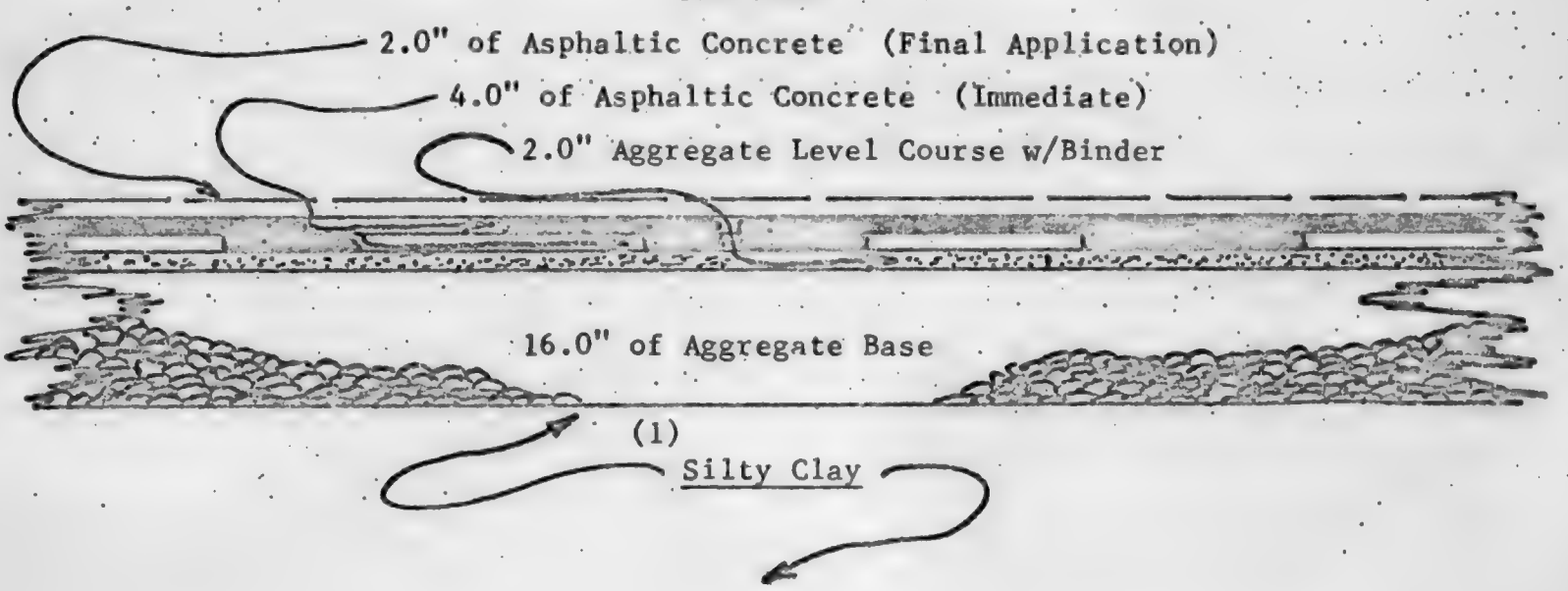
38 LL
12 PI
99 %P 10
84 %P 200
1 % Gravel
4 % C Sand
11 % F Sand
42 % Silt
42 % Clay
10 R Value
A-6 AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I.)
2.0	2.0	Agg. Level
16.0	16.0	Agg. Base
30.0	24.0	

STRUCTURAL SECTION
"NEW WORK"



-over-

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

Submitted by E. A. Begg
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Location Engineer

Approved by
Asst. State Highway Engineer

SECTION: Wells Creek-Jack Creek (Passing Bays

HIGHWAY: Umpqua (FAR 20)

COUNTY: Douglas

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
9.0 - 10.0	4.0"	2.0"	20.5"	30.5"	26.5"
8.0 - 9.0	3.5"	2.0"	18.0"	27.0"	23.5"
7.0 - 8.0	3.5"	2.0"	15.0"	24.0"	20.5"
6.0 - 7.0	3.0"	2.0"	13.0"	21.0"	18.0"
4.8 - 6.0	2.0"	2.0"	11.5"	17.5"	15.5"
Cars Only	2.0"	2.0"	7.0"	13.0"	11.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Wells Creek-Jack Creek (Passing Bays)

HIGHWAY: Umpqua (FAR 20)

COUNTY: Douglas

2300 Present ADT (19 71)

25 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	100	1.9	190	145	450	65,250
3	60	1.9	114	87	1000	87,000
4	10	1.9	19	15	1250	18,750
5	400	1.9	760	580	3180	1,844,400
6	0	---	---	---	2570	- - - - -
				827	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 2,015,400

TWENTY YEAR EWL 40,308,000

TRAFFIC COEFFICIENT 10.5

SECTION: Wells Creek-Jack Creek (Passing Bays)

HIGHWAY: Umpqua (FAR 20)

COUNTY: Douglas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See Remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this project will be a widening of the present 2-lane facility to provide passing bays. The existing two lanes will be incorporated into the new work. The new project is generally controlled by existing grades.

A.C. pavement is more desirable from a construction standpoint for this type work.

BY U.S. DEPARTMENT OF

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Prepared by

Oregon State Highway Division

FINAL

Environmental Impact Statement

ADMINISTRATIVE ACTION

for

WELLS CREEK-JACK CREEK PASSING BAYS
UMPQUA HIGHWAY
DOUGLAS COUNTY

A proposal to construct 11 passing bays.

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

SECTION 102(2)(C)
PUBLIC LAW 91-190

11/23/71
Date

J. R. Klobe
Assistant State Highway Engineer

REVIEWED FOR CONTENT AND ACCEPTED BY THE FHWA

DEC 14 1971
Date

L. E. Silbaker for
Ralph M. Phillips
FHWA Regional Administrator

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Summary Of

FINAL ENVIRONMENTAL IMPACT STATEMENT

(Pursuant to Section 102.(2)(c), P.L. 91-190)

Prepared by
OREGON STATE HIGHWAY DIVISION
Program & Planning Section

WELLS CR.-JACK CR. PASSING BAYS
UMPQUA HIGHWAY
DOUGLAS COUNTY

1. **Administrative Action**

2. Construction within a 26-mile section of the highway between Wells Creek and Jack Creek of eleven passing bays. The proposal also includes work to control an existing slide area at Sawyer Rapids.

3. The most significant impact is the general increase in traffic speed and safety due to the proposed passing facilities. There will be no substantial adverse impacts.

4. One alternative is no construction. This would not solve the problem of inadequate passing sight distances. Another alternative is to construct a complete four-lane facility, but this is not economically feasible.

5. a. The following agencies were invited to comment on the draft statement:

Oregon Fish Commission
Oregon State Dept. of Forestry
Oregon Game Commission
Oregon Dept. of Geology and Mineral Industries
Oregon Dept. of Transportation

5. a. (continued)
District 6 Council of Governments
Oregon Environmental Council
United States Dept. of Agriculture
United States Dept. of Housing
United States Dept. of Interior
Federal Aviation Administration
Bureau of Sport Fisheries and Wildlife
Corps of Engineers
National Park Service
Environmental Protection Agency
Bureau of Outdoor Recreation

5. b. The following agencies responded to the draft statement

(copies attached):

Oregon Game Commission
Environmental Protection Agency
United States Dept. of Interior
Corps of Engineers
United States Dept. of Transportation
Umpqua Regional Council of Governments
National Park Service

6. Date draft statement was made available to FHWA and the public:

July 21, 1971.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ENVIRONMENTAL IMPACT STATEMENT

(Pursuant to Section 102.(2)(c), P.L. 91-190)

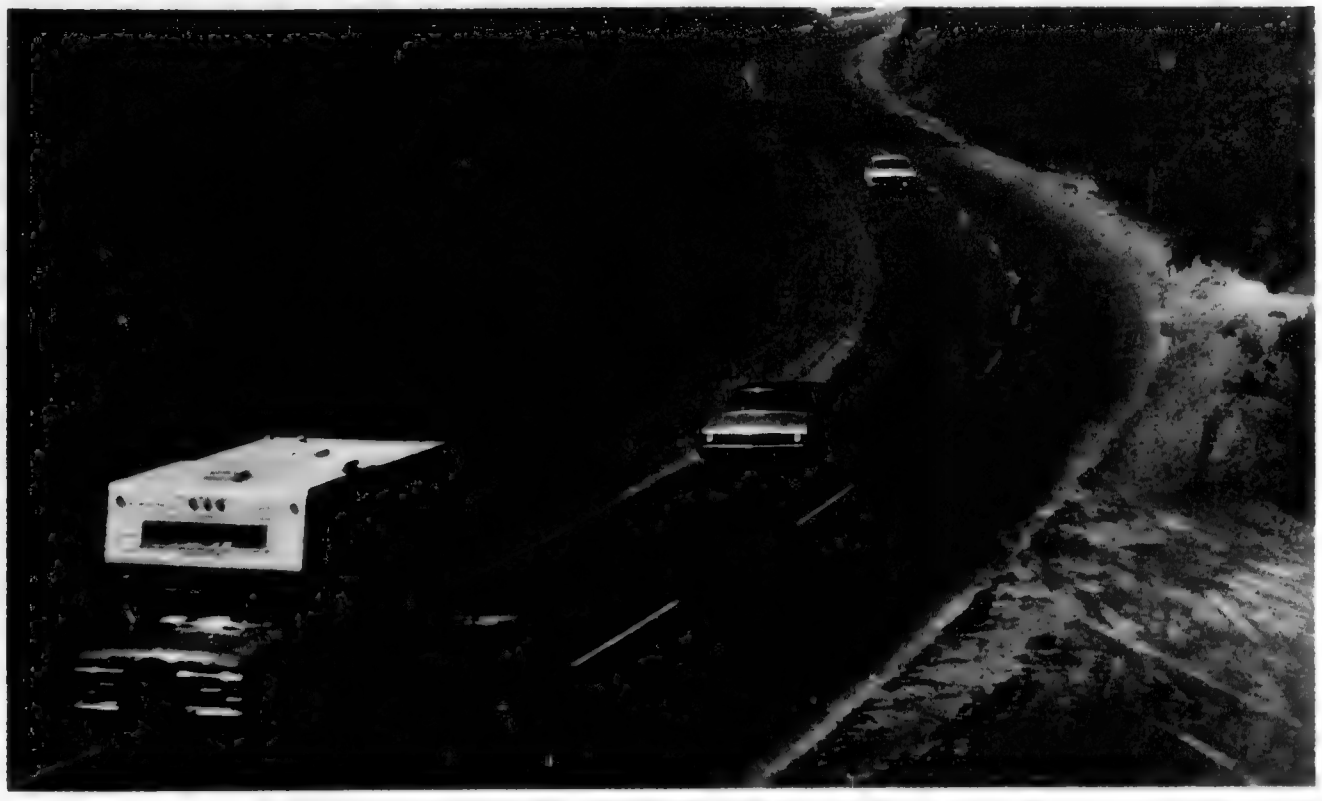
Prepared by
OREGON STATE HIGHWAY DIVISION
Program & Planning Section

WELLS CR.-JACK CR. PASSING BAYS
UMPQUA HIGHWAY
DOUGLAS COUNTY

DESCRIPTION AND PURPOSE OF PROPOSAL

The proposed project on the Umpqua Highway (Ore. 38) consists of widening the two-lane highway at selected points to accomodate an extra lane for passing. They lie between Wells Cr. and Jack Cr. (M.P. 19.4 - 45.8) a distance of approximately 26.4 miles. There will be 11 passing lanes constructed, each 12 feet in width with four-foot shoulders and approximately 3,000 feet long. In some locations, passing bays will be on both sides of the present roadway causing it to be four lanes wide.

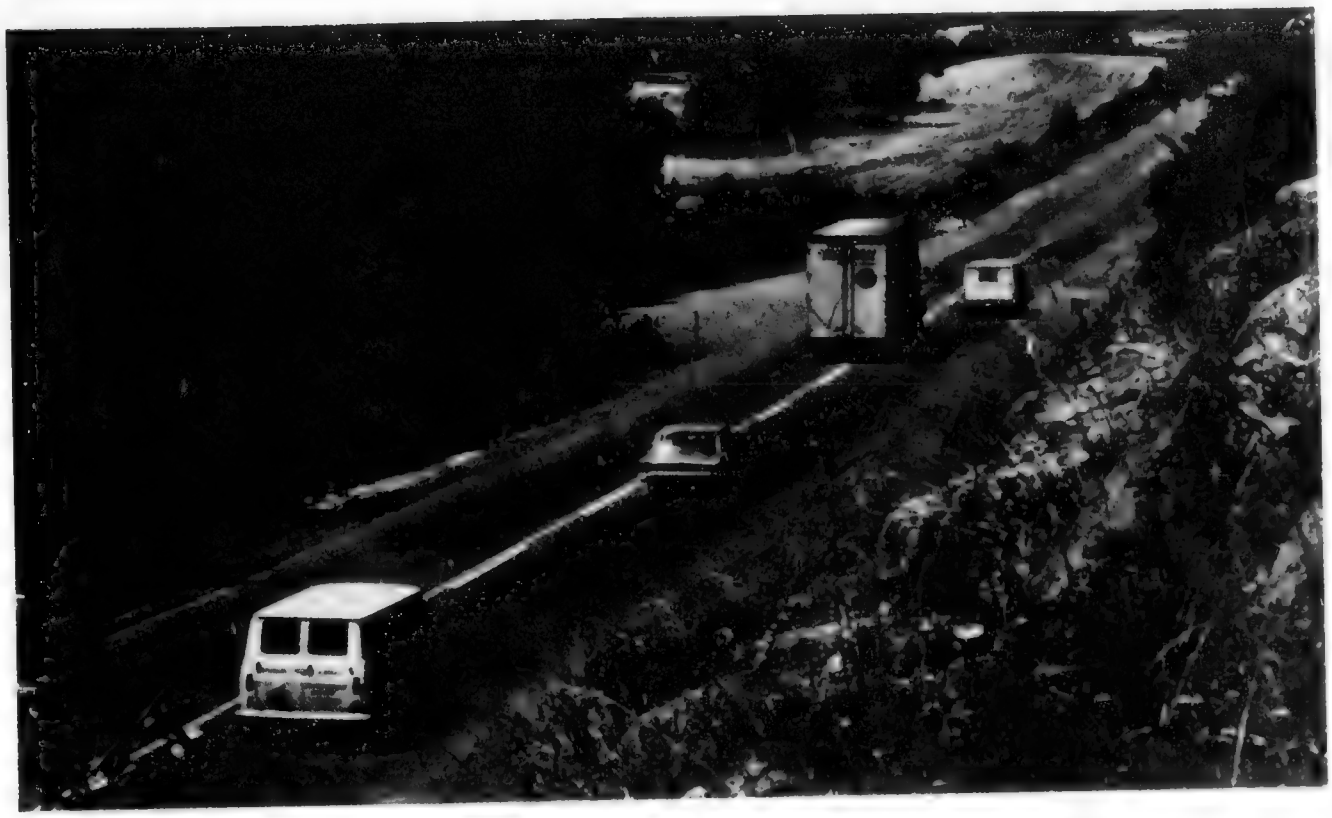
Studies show that the existing highway is unable to handle the present volume at high speeds. The traffic consists of 32 percent heavy trucks and 4 percent light trucks and trailers. With this distribution of traffic, the constantly curving road alignment restricts passing opportunities and reduces the theoretical volume. One solution to this problem would be a four-lane highway along the existing alignment, however, funds are not available at present to construct this type of facility, and passing bays are the preferred alternative.



Typical area of curved alignment where passing lane is planned.

The highway is adjacent to Elk Creek and the Umpqua River. The surrounding country ranges from mountainous and rolling hills to flat valley bottoms suitable for agriculture. The mountainous and rolling hills terrain consist of marine sedimentary rocks of the Umpqua, Tyee, and Yamhill Formations. Specifically, these are beds of sandstone and siltstone. The valleys soils are Elk Creek and Umpqua River alluvium.

The communitites in the vicinity of the project are Scottsburg, Elkton and Drain. Scottsburg and Elkton are small communities that primarily service the nearby houses and farms. Scottsburg is an unincorporated community of approximately 200 which is centered around a post office and a few stores. Elkton has a population of approximately 150, a



Typical tangent suitable for development of passing lane.

plywood veneer plant and a local school system. There is probably some income derived from the annual influx of fishermen and hunters. Drain is a somewhat larger community of approximately 2,000 population. The economy is based on lumber and agriculture, and depends on good transportation facilities for its vitality. The Drain school system is complete through high school. The religious community around Drain is served by seven denominations. The general economic level is low to middle income and as in most rural settings, depends on the road system to maintain the standard of living.

Grazing is the predominant land use in the immediate vicinity of proposed project. Almost all the land within the right-of-way taking is nonirrigated pasture. There is some tillable bottomland and riverfront development land also included. There are no commercial stands of timber that will be affected. Of the many family dwellings in the area, only one low-grade unoccupied house will be displaced.

There are three boat ramps along the section that are available for fishermen. These are Scott Creek, Sawyer Rapids and Bunch Bar. Camping and picnic facilities are also available at Bunch Bar. Fishing in the river includes; chinook and silver salmon, summer and winter-run steelhead, resident rainbow trout, resident and sea-run cutthroat trout, and brown trout. These species constitute a large commercial and sport fishery that exists the entire length of the Umpqua River and peak angling pressure occurs in April and May. This fishing activity contributes to the traffic volume of the highway.

The local climate is mild. The maximum average summer temperature is 76 degrees with highs up to 100 degrees. Minimum average winter temperature is 42 degrees with lows commonly below freezing. The average rainfall is 63 inches. Snow and ice usually occur each winter, but are localized and of brief duration.

The Umpqua Highway is a primary route to the coast for the southern Willamette Valley and Umpqua basin. It is intersected at Elkton by Oregon Highway 138 from Sutherlin which also contributes to traffic affecting the present proposal. Heavy log and chip trucks travel between Reedsport, Gardiner, Elkton, and Drain. The light truck and trailer traffic represents

the numerous fishermen, hunters, and vacationers. Studies show a 3 - 4 volume to capacity ratio along the section and an accident rate slightly above the state highway average.

Bicycle trails are not proposed for this project, since it is considered to meet subsection 2(b) of Section 2, Chapter 366 of the Oregon Revised Statutes which states that, "cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

PROBABLE IMPACT OF PROJECT ON ENVIRONMENT

The impact of right-of-way acquisition is slight. As stated before, one low-grade housing unit will be removed. Part of a grange hall parking lot will be acquired. Some shrubs and ornamental trees along the front of a homesite also lie within the right-of-way. All other parcels to be affected by acquisition are of low productivity and consist of brush, pasture, and bottomland.

Erosion of slopes should not be a problem because of the geology of the area. Sandstone and siltstone will resist mechanical weathering due to water action. Erosion of slopes will be reduced by mulching and reseeding of slopes. Cut slopes will require more attention because of the difficulty to regrow on sandstone and siltstone, and the extended time required for chemical weathering to provide adequate soil.

Construction of the passing bays will take some land out of use, but it will not directly alter present use of adjacent property. The increase in operating speed, safety, and capacity of the roadway may indirectly alter the future land use. The improved access to the

area may draw future home and recreation site development. No other direct effects to lands use are anticipated.

The transportation system in the area will be improved by the proposed construction. High speed traffic will be able to pass the slow moving vehicles safely. As a result, peak congestion will be reduced. The highway will improve the entire community transportation in general.

There will be no impact on the Umpqua River, nor on surface drainage, park, recreation, or boat sites near the river.

PROBABLE ADVERSE ENVIRONMENTAL EFFECTS

A loss of land use and accompanying production is inevitable although minimal. Additional adverse effects due to right-of-way acquisition will not be known until direct owner contact is made.

Visual impacts will also be minimal. Cut and fill sections are not extensive except in the area of slide reconstruction. In connection with the project, there will be removal of some native trees. Although this will detract from the scenic qualities of the roadway, it will allow for greater visibility of the surrounding terrain which is equally as attractive.

There may be an increase in the general noise levels because of increased traffic speed and volume. Tire noise increases at higher speeds. At present, there is no solution for this problem. However, the production of harmful emissions causing air pollution by motor vehicles will be lessened due to the higher and more constant speed.

ALTERNATIVES AND REASON FOR PROJECT SELECTION

One alternative to the proposal is to construct a four-lane highway along the present alignment. This proposal would be the most desirable as far as meeting future traffic needs and impact cannot be evaluated because a preliminary survey was not run; heavy cutting and filling would be required in the mountainous areas. This alternative was rejected because of prohibitive costs.

Another alternative is to leave the present road "as is". This would be least environmentally damaging of the three proposals, but it ignores the present passing safety and congestion problems. Future development of the area may be restricted if present problems are not solved. This alternative was rejected because of its obvious deficiency in serving the community needs.

The present proposal was selected because the alternatives were either not feasible or did not correct the existing problem and because the anticipated adverse effects did not seem excessive.

RELATIONSHIP BETWEEN SHORT TERM USE AND LONG TERM PRODUCTIVITY

Short-term use and long-term productivity are synonymous in this proposal. Increase of traffic speed and safety will be both immediate and continuing benefits of the proposal.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Acquisition of the proposed right-of-way will permanently remove land from production as well as from the tax rolls. There will also be a loss of land for future development. There will be an irreversible use of construction materials for the life of this facility. Human endeavor and public funds will also be committed and therefore, unavailable for other uses.

PROBLEMS AND OBJECTIONS RAISED BY OTHER AGENCIES

The Oregon State Game Commission suggested the use of baffles to facilitate fish passage in box culverts on Golden Creek, Burchard Creek, Hancock Creek and a tributary to Hancock Creek. This will be complied with (see attached letter), and necessary revisions are being made to the final plans.

Rip-rap is to be used in areas where fill slope erosion protection is necessary.

Additional investigation is being conducted and minor shifts in the passing bays will be made to avoid possible slides. The treatment of slide areas differ with varied conditions. One area on this project has a cut-off ditch in conjunction with perforated pipe.

Where historical objects of archeological and paleontological nature are encountered within the areas of construction, that portion of construction work is stopped. The engineer will arrange for disposition of objects and the recording of data pertaining to such findings before resuming construction. No buildings or sites that are listed in the National Register of Historic Places will be affected by this project.

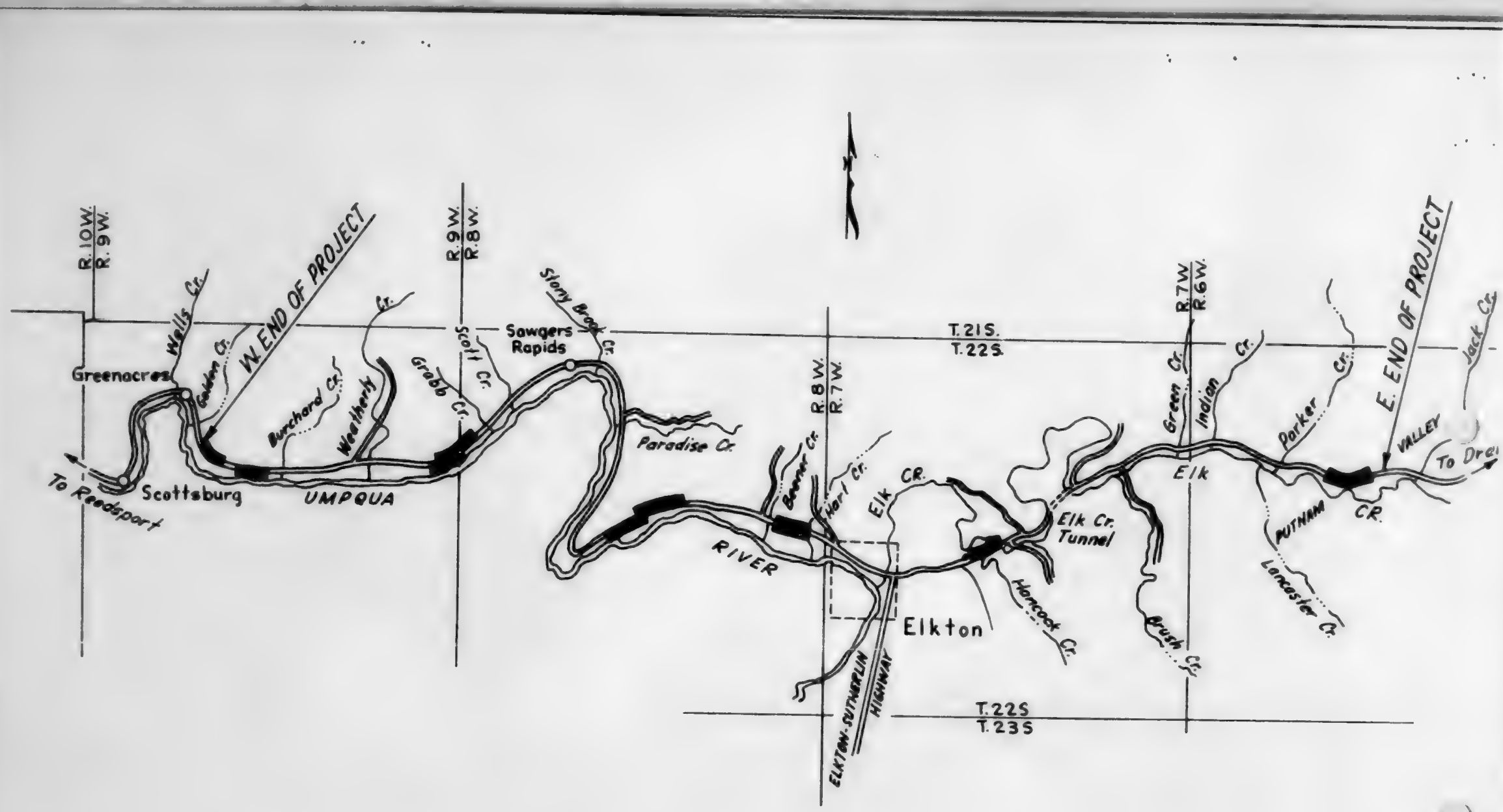
The public hearing revealed no opposition to the proposal but asked for alignment revision of Bunch Turn area on Hancock Mountain, however, this project covers only passing bays and does not at this time include realignment.

The question about fencing was asked at the public hearing. It is the state's policy to replace fences that exist prior to construction either by contract or by right of way agreement with the property owner.

Other groups and agencies concur with the project (see attached correspondence).

STEPS TAKEN TO MINIMIZE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

In this type of proposal, the only remedy to the loss of land due to acquisition of right-of-way is payment at existing market prices. All slopes will be restored by mulching and reseeding. Adverse cumulative effects have been minimized by following the existing alignment as close as possible, and designing the present proposed construction so it will integrate into any future four-lane proposal.



OREGON STATE HIGHWAY DIVISION

Sketch Map

WELLS CR.- JACK CR.(PASSING BAYS) SEC.

UMPQUA HIGHWAY

DOUGLAS COUNTY

ENVIRONMENTAL PROTECTION AGENCY

REGION X

1200 SIXTH AVENUE

SEATTLE, WASHINGTON 98101

August 26, 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

We have received and reviewed the draft environmental impact statement for the Wells Cr.-Jack Cr. (Passing Bays) Section of the Umpqua Highway in Douglas County and have the following comments:

1. All road fills near or adjacent to streams should be rip-rapped to prevent erosion.

2. Perforated pipes should be driven back into any potential slide areas uncovered to reduce slide action.

3. Although an increase in constant traffic speed may reduce air pollution, there may be more cars using the road. The final result could be the same - less or more air pollution.

Thank you for the opportunity to comment.

NOTED
S. J. COUPER

Sincerely yours,

Hurlon C. Ray

Hurlon C. Ray, Acting Assistant
Regional Administrator for
Management

NOTED
J. A. PANTUSO

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SEP 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

9-10-71

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SEP 10 1971
PROGRAM & PLANNING
DIVISION

NOTED
W. H. TEBEAU

NOTED
G. A. POTTER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

October 15, 1971

Mr. R. O. Koski
Fishery Staff Specialist
Oregon State Game Commission
Post Office Box 3503
Portland, Oregon 97208

Dear Mr. Koski:

In compliance with your request contained in your letter of September 24, we will include the addition of [redacted] in the box culverts on Golden Creek, Burchard Creek, Hancock Creek, and a tributary to Hancock Creek on the [redacted].

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

NOTED
G. A. POTTER

NOTED
S. J. COUPER

cc: R. L. Porter
Tom Edwards
F. L. Hall
L. H. Young

FET:jg srb

NOTED
R. D. ASBURY

NOTED
W. H. TEBEAU

NOTED
L. H. YOUNG

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DIVISION

Form 8-123

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
JAMES W. WHITTAKER, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member
JOHN W. McKEAN
State Game Director

REFERRED TO
BY SECRETARY

September 24, 1971

State Highway Division
State Highway Building
Salem, Oregon 97310

Attention Frank L. Hall

Dear Sir:

This letter is in regard to project Wells Creek-Jack Creek (Passing Bays) Section, Umpqua Highway.

There appeared to be disagreement between Oregon Fish Commission and our agency on fishery precautions in regard to these projects. The correspondence occurred during a period when I was absent for a month because of illness, so I was not aware of earlier developments.

Our comments to the clearing house suggested baffles to be added to the box culverts on Golden Creek, Burchard Creek, Hancock Creek, and a tributary to Hancock Creek. It might be mentioned that the impact statement made no mention of these crossing alterations. The route map also was not in sufficient detail to point out the changes at the crossings.

This was primarily the reason for Oregon Fish Commission's comment of little concern. Subsequently, we have talked with Mr. Carnegie, and they concur with our present thoughts.

Extensions of these box culverts would create worse passage problems than now exist. The problem is two-fold. At high flows, velocities without baffles would be extreme with the longer culverts. Swimming success of fish diminishes greatly in ratio to longer distances. Additionally, at low flows, without freshets, coho and steelhead could not ascend because of lack of water depth.

We suggest using timber baffles spaced 10 feet apart, alternately, with the inside of the baffle extending one foot beyond the center line. Height of the baffles should be 8 inches in the 8-foot boxes and 6 inches in the 6-foot box.

We sincerely hope that these provisions can be included in your plans for this construction. We are sorry to have delayed so long with this explanation.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:ae

cc: Director FCO
Fed. Aid Coord. Unit

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SEP 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SEP
OFFICE
STATE HIGHWAY

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SEP 27 1971
OREGON
STATE HIGHWAY COMMISSION

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: August 30, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-142(-)
Wells Creek - Jack Creek Section
Umpqua Highway - Douglas County
Draft Environmental Statement

Enclosed are memorandums from our Regional office and from the Assistant Secretary for Environment and Urban Systems, Department of Transportation. Neither offers comments concerning the statement.

Enclosure

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SEP 1 1971
PROGRAM & PLANNING
DIVISION

NOTED
S. J. COUPER

NOTED
G. A. POTTER

RECEIVED
SEP 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
J. A. PANTUSO

NOTED
W. H. TE[illegible]

NOTED
R. D. ASBURRY

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

DATE: AUG 20 1971

SUBJECT: Draft Environmental Impact Statement: Highway Project F-142( ) Umpqua Highway, Douglas County, Oregon

In reply refer to: TEU-12

FROM: Assistant Secretary for Environment and Urban Systems

Baker

TO: R. E. Simpson, Division Engineer, FHWA
Salem, Oregon

We appreciate the opportunity to review and comment on this draft environmental impact statement. We have no specific comments to offer on the statement.

We look forward to receiving the final environmental impact statement, including the comments received from other public agencies and the general public on the draft statement.

Robert P Thurlow
for Herbert F. DeSimone
Assistant Secretary

cc:
Regional Federal Highway Administrator
Portland, Oregon

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SEP 3 1971
PROGRAM & PLANNING
DIVISION

RECEIVED
AUG 23 1971
DIVISION

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison Street
Portland, Oregon 97204

TO : Mr. R. E. Simpson
Division Engineer
Salem, Oregon

DATE: August 26, 1971

In reply refer to: 08-00.36

FROM : I. C. Lloyd
Regional Environmental Coordinator
Portland, Oregon

SUBJECT: Oregon Project F-142(-)
Wills Creek - Jack Creek Section
Umpqua Highway - Douglas County
Draft Environmental Statement

No specific comments resulted from a review of the draft environmental statement for the subject project by the Regional Environmental Committee.

The final environmental statement should be processed in accordance with current instructions.

NOTED
S. J. COUPER

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SEP 3 1971
PROGRAM & PLANNING
DIVISION

RECEIVED
AUG 30 1971
[illegible] DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 901-614

DOUGLAS COUNTY

BOARD OF COMMISSIONERS
STANFORD BUELL RAY E. DOERNER AL FLEGEL

COURTHOUSE . . . ROSEBURG, OREGON 97470 TELEPHONE 503/672-3311

August 18, 1971

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. R. L. Porter

Dear Sir:

The Umpqua Regional Council of Governments has reviewed your environmental statement on the following project:

Federal-Aid Primary	Wells Creek-Jack Creek (Passing Bays) Sec., Umpqua Highway, Douglas County

We have no objections and concur with the statement.

Very truly yours,

Al Flegel

Al Flegel, Chairman
Umpqua Regional Council of Governments

AF:rs

NOTED
J. A. PANTUSO

NOTED
R. D. ASBURRY

NOTED
G. A. POTTER

NOTED
S. J. COUPER

8-19-71

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AUG 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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AUG 1 4 1971
PROGRAM & PLANNING
DIVISION

United States Department of the Interior

NATIONAL PARK SERVICE
920 N. E. Seventh Avenue
Portland, Oregon 97232

IN REPLY REFER TO:

July 30, 1971

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

Thank you for sending us the copy of your draft environmental impact statement on the Wells Creek-Jack Creek Passing Bays Section of the Umpqua Highway in Douglas County.

The statement should include reference to consideration of impacts on cultural environmental values. Action taken or proposed to determine whether archeological resources are present in the project area and recommendations and proposed action for salvage of such values, if present, should be noted. Also the National Register of Historic Places should be consulted and an indication included that there are no National Register properties involved in the undertaking, if that is the case.

Sincerely yours,

Daniel F. Burroughs
Chief, Portland Field Office

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AUG 2 1971
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DIVISION

NOTED
W. H. TEBEAU

NOTED
R. D. ASBURRY

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPEN-PL-8

9 August 1971

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

Thank you for inviting the U.S. Army Corps of Engineers to comment on the draft State of Oregon Department of Highways Environmental Impact Statement for the proposed highway project, Wells Creek-Jack Creek, Passing Bays Sec., Umpqua Highway, Douglas County.

When we reviewed the statement, no question or comments were raised regarding areas of concern to the Corps of Engineers.

The privilege to comment on the project is appreciated.

Sincerely yours,

PAUL D. TRIEM
Colonel, Corps of Engineers
District Engineer

NOTED
W. H. TEBEAU

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AUG 1 1971
PROGRAM & PLANNING
DIVISION

NOTED
R. D. ASBURRY

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OCT 15 1971
FOR FILING

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October 15, 1971

4450

Mr. R. O. Koski
Fishery Staff Specialist
Oregon State Game Commission
Post Office Box 3503
Portland, Oregon 97208

Dear Mr. Koski:

In compliance with your request contained in your letter of September 24, we will include the addition of baffles in the box culverts on Golden Creek, Burchard Creek, Hancock Creek, and a tributary to Hancock Creek on the Wells Creek-Jack Creek (Passing Bays) Section of the Umpqua Highway.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
F. L. Hall
L. H. Young - Enc.

FET:jg srb

GAME COMMISSION

OFFICE OF THE DIRECTOR

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TOM McCALL
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DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member
JOHN W. McKEAN
State Game Director

REFERRED TO
Adams
BY SECRETARY

September 24, 1971

State Highway Division
State Highway Building
Salem, Oregon 97310

Attention Frank L. Hall

Dear Sir:

This letter is in regard to project Wells Creek-Jack Creek (Passing Bays) Section, Umpqua Highway.

There appeared to be disagreement between Oregon Fish Commission and our agency on fishery precautions in regard to these projects. The correspondence occurred during a period when I was absent for a month because of illness, so I was not aware of earlier developments.

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DESIGN SECTION

Scott
Swanson
R
Return To
Other

We suggest using timber baffles spaced 10 feet apart, alternately, with the inside of the baffle extending one foot beyond the center line. Height of the baffles should be 8 inches in the 8-foot boxes and 6 inches in the 6-foot box.

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Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:ae

cc: Director FCO
Fed. Aid Coord. Unit

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OFFICE OF
STATE HIGHWAY ENGINEER

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SEP 27 1971
OREGON
STATE HIGHWAY COMMISSION

Salem, Oregon
August 19, 1971

F. B. Klaboe
Asst. State Highway Engineer

Draft Environmental
Impact Statement
Wells Creek-Jack Creek
(Passing Bays) Section
Umpqua Highway
PNRS 71.0345

Please note the attached August 13 letter from Kessler R. Cannon concerning the anadromous fish runs in Golden Creek, Burchard Creek, Hancock Creek, and a tributary to Hancock Creek.

Please insure that the culvert installations are such that the fish runs will not be adversely affected.

Tom Edwards
Deputy State Highway Engineer

TE:ja

Attachment

cc Kessler R. Cannon
Assistant to the Governor
Natural Resources

R. L. Porter

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

August 13, 1971

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: Wells Cr.-Jack Cr.
(Passing Bays) Sec. Umpqua Hwy.
PNRS #71.0345

Dear Mr. Porter:

We have referred your draft Environmental Impact Statement to the appropriate State agencies. We have also published and distributed your Notice to all State agencies and Councils of Government.

The responses quoted below suggest points to be considered and included in your statement.

The Water Resources Board is quoted:

"The project would improve the well being of motorists and also improve the roads economic efficiency."

The Oregon State Game Commission had this to say:

"The proposed road construction would bring about extensions on four culverts on Golden Creek, Burchard Creek, Hancock Creek, and a tributary to Hancock Creek. These streams all have coho spawning runs. The proposed extensions unless altered, could adversely affect anadromous fish passage into these streams during low water.

"Possible alterations for improved fish passage would include the installation of baffles during construction".

The Oregon State Fish Commission commented as follows:

"A preliminary investigation of the proposal indicates there is no adverse environmental impact of the fishery resource".

You may use this letter as evidence of your compliance with Section 102(2)(C) of the National Environmental Policy Act of 1969 (83 Stat. 853), and OMB A-95 (Revised).

Cordially,

Kessler R. Cannon
Assistant to the Governor
Natural Resources

RECEIVED
AUG 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FOR FILING
SEP 1 1971
7788

ENVIRONMENTAL PROTECTION AGENCY

REGION X

1200 SIXTH AVENUE

SEATTLE, WASHINGTON 98101

August 26, 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

We have received and reviewed the draft environmental impact statement for the Wells Cr.-Jack Cr. (Passing Bays) Section of the Umpqua Highway in Douglas County and have the following comments:

1. All road fills near or adjacent to streams should be rip-rapped to prevent erosion.

2. Perforated pipes should be driven back into any potential slide areas uncovered to reduce slide action.

3. Although an increase in constant traffic speed may reduce air pollution, there may be more cars using the road. The final result could be the same - less or more air pollution.

Thank you for the opportunity to comment.

Sincerely yours,

Hurlon C. Ray

Hurlon C. Ray, Acting Assistant
Regional Administrator for
Management

RECEIVED
SEP 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

L49

9-10-71

REFERRED TO

By ... ST. STATE HWY. ENGR

RECEIVED
AUG 26 1971
FOR FILING

DOUGLAS COUNTY

BOARD OF COMMISSIONERS
STANFORD BUELL RAY E. DOERNER AL FLEGEL

COURTHOUSE . . . ROSEBURG, OREGON 97470 TELEPHONE 503/672-3311

7788

August 18, 1971

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. R. L. Porter

Dear Sir:

The Umpqua Regional Council of Governments has reviewed your environmental statement on the following project:

Federal-Aid Primary	Wells Creek-Jack Creek (Passing Bays) Sec., Umpqua Highway, Douglas County

We have no objections and concur with the statement.

Very truly yours,

Al Flegel, Chairman
Umpqua Regional Council of Governments

AF:rs

Young 8-19-71

NOTED
TOM EDWARDS

RECEIVED
AUG 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 27 1971
FOR FILING

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION
PACIFIC NORTHWEST REGION
1000 SECOND AVENUE
SEATTLE, WASHINGTON 98104

IN REPLY REFER TO: 7788
D36

Ref your Wells Creek-Jack Creek Section Umpqua Highway, Douglas County

NOTED
W. J. McCALLUM

AUG 12 1971

Mr. R. L. Porter
State Highway Engineer
State Highway Division
Salem, Oregon 97310

Dear Mr. Porter:

The draft environmental statement for the above referenced project, received with your letter dated July 21, 1971, has been reviewed by our staff. We know of no public recreation areas, projects, or proposals that would be adversely affected by this highway project. The statement, as it relates to our programs and interests, appears to be adequate.

Sincerely yours,

RECEIVED
AUG 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Maurice H. Lundy
Regional Director

William R. Thomas
Acting Regional Director

cc:
FHWA, Portland

RECEIVED
AUG 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

EXECUTIVE DEPARTMENT
PROGRAM PLANNING DIVISION
FEDERAL AID COORDINATION UNIT
301 Public Service Bldg., Salem, Oregon 97310

Klahre

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING July 30, 1971

Distribution of information relative to these projects has been made to selected state agencies for review. If your agency was not included in the distribution and you desire to examine and comment on any of the proposals, information will be supplied upon request.

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0347	City of Heppner	Relocated water and sewer lines $ 7,500	Heppner	12
71.0349	City of Rufus	Water and Sewer Facilities $384,925	Rufus	9
71.0351	Opportunity Funding Corporation	Poverty Area Bank Program $ 41,000	Statewide	
71.0352	Eastern Oregon Community Development Council	Part Day Head Start $ 34,000	LaGrande	13
71.0353	Multnomah County Community Action Agency	Full Year/ Part Day Head Start $ 75,000	Multnomah County	2
71.0354	Multnomah County Community Action Agency	Environmental Health $11,000	Multnomah County	2
71.0355	Lane County Legal Aid Services, Inc.	Vista Volunteers	Lane County	5
71.0356	Eastern Oregon Community Development Council	Alcoholism $ 40,000	Baker, Union Counties	13

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AUG 2 1971
Enjuring
8-3-71

NOTED
TOM EDWARDS

NOTED
F. A. UNIT

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0357	Highway Division	Hammond Boat Basin Rest-Rooms $ 15,000	Hammond	1
	REPORT OF ENVIRONMENTAL IMPACT STATEMENT REVIEWS:			
71.0344	Corps of Engineers	Shobe Canyon (Heppner)	Morrow County	12
71.0345	Highway Division	Wells Creek-Jack Creek (Passing Bays) Section Umpqua Highway	Douglas County	6
71.0348	USDA-Forest Service	French Pete Creek Drainage	Lane County	5
71.0350	Bureau of Land Management	Steens Mountain	Harney County	14

The Bureau of Land Management has informed us that a public meeting will be held on the Steens Mountain proposal at the Harney County Courthouse, Burns, Oregon on September 17, at 7:30 p.m.

* * * * *

A report concerning the feasibility of improvements for water and related resources development in Nestucca River Basin has been completed by the Corps of Engineers. It was concluded that construction by the Corps of any of the projects investigated would not be economically justified. However, it was determined that local implementation of flood plain management is a viable means of preventing future increases in flood damages in the Basin. Further details available at the Coordinating Unit.

CORPS OF ENGINEERS announces the following public meetings regarding Bonneville Operations:

1. On Environmental Study of River Operations - Columbia River, Vancouver, Washington to The Dalles, Oregon - 10 A.M. August 17, 1971 at the Bonneville Power Administration Building Auditorium, 1002 NE Holliday Street, Portland, Oregon 97232.

   The purpose of this meeting is to present findings of the studies and also to propose new operating criteria for the regulation of power peaking releases from upstream plants. The studies mentioned above have also provided criteria necessary to size and govern operation of a second powerhouse at Bonneville.

   The following information is available at the Clearinghouse:

   1. Summary Report on the Bonneville Environmental Impact Study prepared by Stanford Research Institute.
   2. Summary Report - Ecological Impact of Pool and Tailwater Regulations at Bonneville Dam (Fish and Wildlife) prepared by Mr. Milo C. Bell.
   3. Position Paper - Operating restrictions at Bonneville Dam prepared by the Corps of Engineers.

2. Bonneville Dam Second Powerhouse - 1:00 P.M. August 24, 1971 - Auditorium Building at Bonneville Dam.

   Corps of Engineers studies indicate that the best location for a second powerhouse is on the Washington shore slightly upstream from the right abutment of the existing spillway. They also indicate that, in consideration of environmental restrictions necessary in the control of the river, the new installation must be limited to eight power units. This would increase the total Bonneville power capacity from 518,400 kw to approximately 1,000,000 kw.

   Studies also show that the proposed Washington shore site for a new powerhouse will not pre-empt a suitable location for a new and larger navigation lock which would be located on the Oregon shore.

   A position paper as well as drawings which show the proposed development and two of the alternative plans also studied is available at the Clearinghouse.

   NOTE: ** Governor McCall would like to have these issues discussed at the ** ** August 5 meeting of the resource agencies, with a reasonably clear ** ** idea of the position agencies plan to take at the public hearings. ** ** Please contact Kess Cannon in this regard. **

RECEIVED
JUL 28 1971
FOR FILING

EXECUTIVE DEPARTMENT

7788

TOM McCALL
GOVERNOR

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

July 14, 1971

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: Wells Cr.-Jack Cr.
(Passing Bays) Umpqua Hwy.
PNRS #71.0303

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by Governor's Directive No. 01-270-02.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval.

The Geology and Mineral Industries had the following to offer:

> "This project should cause no geologic problems and the new road cuts should provide new information on the geology of this part of the Coast range."

A question raised by the State Fish Commission regarding possible stream encroachment was answered to their satisfaction and their approval is included.

Young 7-21-71

NOTED
TOM EDWARDS

RECEIVED
JUL 2 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

EXECUTIVE DEPARTMENT
PROGRAM PLANNING DIVISION
FEDERAL AID COORDINATION UNIT
301 Public Service Bldg., Salem, Oregon 97310

Kleine

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING JUNE 25, 1971

Distribution of information relative to these projects has been made to selected state agencies for review. If your agency was not included in the distribution and you desire to examine and comment on any of the proposals, information will be supplied upon request.

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0286	Vocational Rehabilitation Division	Gypsy Project $ 72,000	Portland	2
71.0287	Multnomah County Community Action Agency	Emergency Food and Medical Services $88,191	Portland	2
71.0288	Oregon State Library	U of O Library Data Bank $ 23.724	Eugene, Portland	2,5
71.0289	Oregon State Library	Lincoln County Libraries Cooperative $ 14,700	Lincoln County	4
71.0290	Oregon State Library	Coos-Curry Cooperative Library Services $ 12,867	Coos-Curry Counties	7
71.0291	Oregon State Library	Albany Public Library and School District U-8J Cooperation $ 21,524	Albany	4
71.0292	Oregon State Library	Wasco County Library Cooperative $ 8,832	Wasco County	9

6-25-71

RECEIVED
JUN 29 1971

6-29-71

NOTED
TOM EDWARDS

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING June 25, 1971

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0293	Oregon State Library	Clackamas County Library Cooperative $ 19,238	Clackamas County	2
71.0294	Salem Urban Renewal Agency	North Salem Neighborhood Development Program $1,954,444	Salem	3
71.0295	Salem Urban Renewal Agency	Pringle Creek Urban Renewal $ 450,789	Salem	3
71.0296	Jackson Josephine Comprehensive Health Planning Council	Comprehensive Health Planning $ 20,000	Jackson-Josephine	8
71.0297	Depoe Bay Sanitary District	Sanitary Sewer Collection and Treatment Facility $1,085,000	Depoe Bay	4
71.0298	Blue Mountain Economic Development Council, Inc.	Day Care $ 39,732	Milton-Freewater	12
71.0299	Highway Division	Snake River (Adrian) Br. Succor Creek $1,000,000	Malheur County	14
71.0300	Highway Division	Grande Ronde River (Clark Cr.) Br. Sec. $ 120,000	Union County	13
71.0301	Highway Division	Sunset Highway - S.W. 87th Place $ 210,000	Washington County	2

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING June 25, 1971

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0302	Highway Division	North Albany Park Development $ 31,400	Benton County	4
71.0303	Highway Division	Wells Cr.-Jack Creek (Passing Bays) $3,000,000	Douglas County	6
71.0304	Highway Division	Cascade Locks Marine Park Irrigation $ 6,730	Cascade Locks	9

RECEIVED
JUN 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTICE OF INTENT · STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Wells Cr. -Jack Cr. (Passing Bays) Sec. Umpqua Hwy., Douglas Co.

June 22 1971

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 6563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ..... No ...X..... (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District Six (6) City - - -

County Douglas Special District(s) (if applicable) - - -

Other affected jurisdictions/agencies - - -

3. **Federal Program**

Common Program Name Federal Aid Primary

Authorizing Legislation Title 23 U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application ...X...

Agency Federal Highway Admin. Renewal Application .....

---

4. **Estimated Project Cost**

Federal Share $ 1,200,000
Loan ..... Grant ...X...
Local Applicant Share (- - -)
(if any) $ - - -

State Agency Share $ 800,000

Other (Specify) $ - - -

Total $ 2,000,000

Source of State Agency Share

General Fund $ - - -

Other Funds (specify) $ 800,000 Highway

Indirect Cost Reimbursement

No ...X... Yes ..... $ ..... (Approx)

Will Federal share change: No ...X...

Yes, from ..... % to ..... %

When .....

5. **Period Covered by Projects**

Beginning date April 1973
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) 1 Year

Approximate ending date May 1974

Will renewal be requested? Yes..... No x

6. **Estimated Application Filing Date** Oct. 15, 1971

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

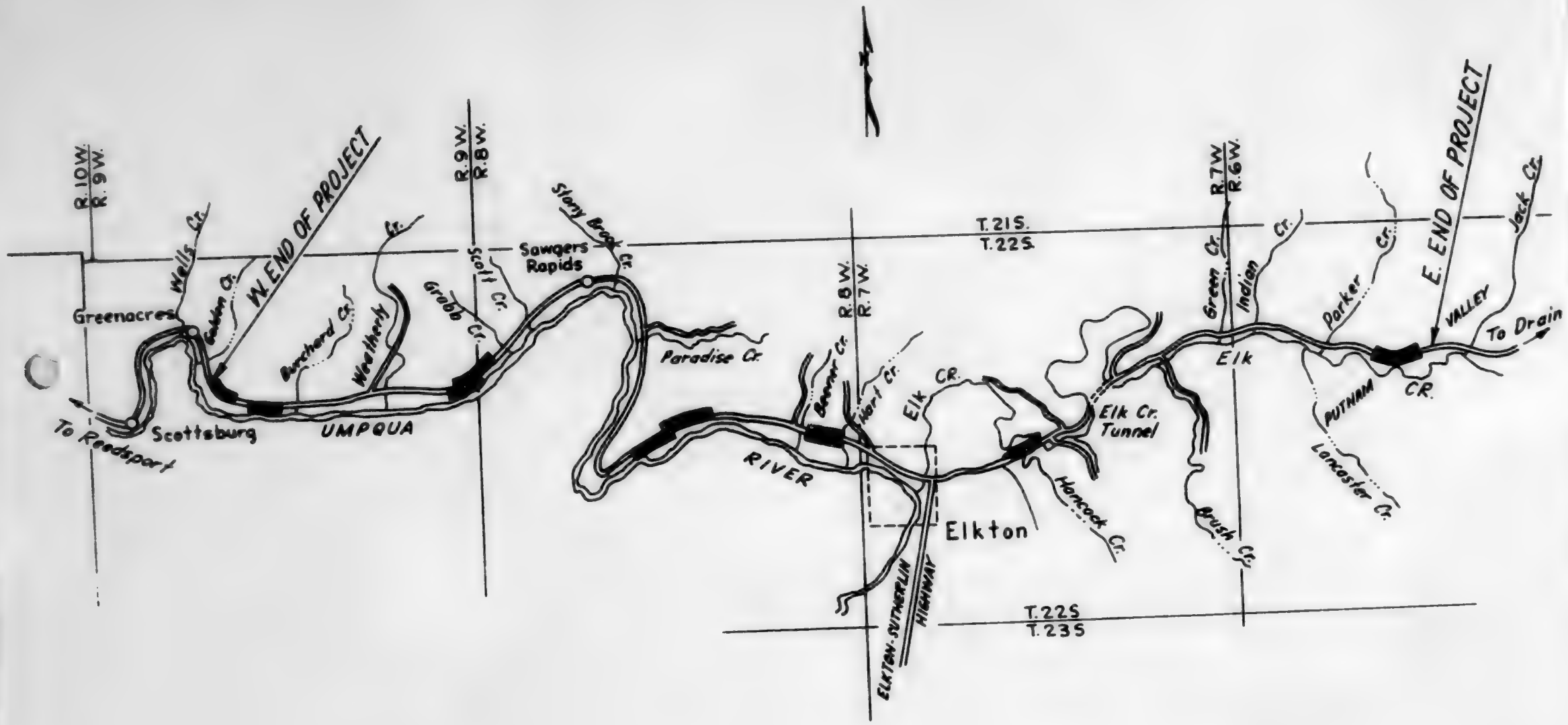
WELLS CR. - JACK CR. (PASSING BAYS) SEC., Umpqua Highway, Douglas Co.

This project involves preliminary engineering, right-of-way acquisition, grading, paving and incidental work necessary to reconstruct intermittent portions of the existing highway to provide for areas where passing will be possible.

The 1970 ADT is 2,250 with 32 per cent of this count being truck traffic. The estimated 1990 ADT is 4,250. This section is within a 26.5 mile area where actual construction will involve 7.0 miles of passing bays, approximately 3,000-feet in length, and correction of a slide area between Sawyer Rapids and Elkton. The passing bay road width will be three 12-foot travel lanes with 4-foot shoulders. Through the slide area the roadway width will be two 12-foot travel lanes with 4-foot shoulders.

This project is related to the "Goal For A Livable Oregon" by the provision of adequate passing facilities on a major recreation and tourist route from the Willamette Valley to the Oregon Coast.

See attached map for geographical location.



OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

WELLS CR.- JACK CR.(PASSING BAYS) SEC.

UMPQUA HIGHWAY

DOUGLAS COUNTY

RECEIVED
APR 27 1971

4-22-71

PREFIX NO. 10-1420

LOCATION PROSPECTUS
WELLS CREEK-JACK CREEK SECTION
UMPQUA HIGHWAY
DOUGLAS COUNTY

HIGHWAY:	Umpqua. State Primary No. 45; Federal-aid Primary No. 20.
TERMINI:	The westerly terminus is at M.P. 19.4, approximately 0.5 mile east of Wells Creek. The easterly terminus is at M.P. 45.8, approximately 0.1 mile west of Jack Creek.
LENGTH:	Total length of section is 26.4 miles. Length of area to be surveyed is 7.3 miles.
PROGRAM:	Selected passing bays Program XII.
NARRATIVE:	This will be a location type survey to obtain the necessary information to prepare plans, specifications and estimates for eleven passing lanes. Survey work using the maximum amount of photogrammetry possible should be used. Soils investigations will be conducted. Drainage problems are not anticipated. A reconnaissance is being run. An economic analysis is not needed at this time.
CHARACTERISTICS:	Present ADT average is 2100; projected ADT is 4000.
STANDARDS:	Class (A)2.
TYPICAL SECTION:	Three 12-foot travel lanes with 4-foot shoulders. Variations to shoulder width will be advisable opposite the new work where wider shoulders may already exist.
ACCESS:	Limited to location.
ADD'L FACILITIES:	None.
MATERIAL:	To be located during the survey and referenced to the project.
AGREEMENTS:	Routine agreements with Doulgas County. An opportunity for a public hearing will be offered.
PARKS:	None affected.

April 22, 1971
Attach
cc's - page 2

cc: Federal Highway Administration (3)
C. T. Keasey (3)
R. L. Porter
F. B. Klaboe
A. E. Johnson
E. S. Hunter
V. D. Wolfe
R. N. Bothman
F. B. Crandall
F. L. Hall
I. D. Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
J. A. Rowland
R. E. Royer
C. G. Swenson
W. H. Tebeau
F. E. Terpin
G. C. Wills
F. W. Yarbrough (2)

RECEIV
APR 26 197
OFFICE OF
STATE HIGHWAY ENGINEER

7789 Crater Lake Int.-Jackson St. Sec. 1972
of Pac. Hwy. in Medford
(Roadside improvement)

7789

August 13, 1974

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On July 15, 1974, we wrote to you concerning release of final payment on Contract No. 7789 awarded to Aichele Landscaping, Inc., for work on the Crater Lake Interchange-Jackson Street Section of the Pacific Highway in Jackson County.

Final payment on this contract is $825.03 and the total contract amount is $101,577.75.

No work was performed under force account.

Very truly yours,

C. W. Reed
CONSTRUCTION SERVICES

ser

cc Aichele Landscaping, Inc.
11360 S.E. Stevens Rd.
Portland, OR 97216

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

7787

STATE COPY

Coulter

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OSHD (Coulter)
Wash DC (HHO-32)
Area Engr Lowe

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Jackson	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
8/12/74	A. Masuda, Hwy Engineer Trainee	LSI-5-1(2)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
3/26/74	7/9/74	- %	5/31/73

APPROVED EXTENSIONS	LOCATION
6/30/74 Per PA #4	Crater Lake Interchange - Jackson Street Pacific Highway I-5 (Medford)

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
AUG 19 1974
Washington

CRATER LAKE INTERCHANGE-JACKSON STREET
PACIFIC HIGHWAY I-5 (MEDFORD)
Landscaping

This project provided landscaping and installation of an irrigation system at the Crater Lake Interchange and a portion of I-5 between this interchange and Jackson Street.

Contract Time

This project was completed on March 26, 1974. The original contract completion date was May 31, 1973, but was changed to the spring 1974 planting season (June 30, 1974) under Price Agreement #4.

Contract Overruns and Underruns

The total project cost overran approximately 1.2%. There were no significant underruns or overruns. The "Statement of Overruns and Underruns" is attached to the Division office copy of this report.

RECEIVED
AUG 20 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original signed by G. K. Hossner G. K. Hossner	
TITLE Area Engineer	DATE 8/13/74	TITLE District Engineer	DATE AUG 19 1974

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

7789

July 31, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal Aid Project
No. LSI-5-1(2)

SUBJECT Request Federal Aid Project Acceptance

Contract 7789, Work Completed May 4, 1973

Project Crater Lake Intchge.-Jackson St.

Highway Pacific

County Jackson

Acceptance: State Highway Commission July 9, 1974

Federal Highway Administration June 5, 1974

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor's Wage Certification

JK:pr

cc: L. W. Rulien

7789

July 9, 1974

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7789, Work Completed May 4, 1974

Project Crater Lake Interchange-Jackson St.

Highway Pacific, County Jackson

Type of Work Roadside Improvement

Contractor Aichele Landscaping, Inc.

Recommended Acceptance Date July 9, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on July 8, 1974 for your formal concurrence.

VG:bs

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart

7789

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 18, 1974

TO G.L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. LSI-5-1(2)

FROM C.T. Keasey
Construction Engineer

RECEIVED
HWY ENGR
JUN 10 '74
REFER TO
Coulter

RECEIVED
JUN 19 1974
Office of
Assistant State Highway Engineer

7-10-74
cy Keasey
Gallagher

SUBJECT Request Contract Acceptance

Contract 7789, Work Completed May 4, 1973

Project Crater Lake Interchange-Jackson St.

Highway Pacific

County Jackson

Establishment Period Ended June 13, 1974

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date June 5, 1974

Conditions not acceptable:

NOTED
H.S. COULTER

G. K. Hansen
G. L. Green
Division Engineer

VG:bz

cc: F. B. Klaboe
C. T. Keasey

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

1789 STATE COPY Coulter

WASH DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

6-5-74

OSHD (Coulter)

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Jackson	Oregon

IN COMPANY WITH

Keith L. Martin, Resident Engineer, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
6/3/74	T. P. Lowe, Area Engineer (Original Signed by T. P. LOWE) A. Masuda, Hwy Engineer Trainee	LSI-5-1(2)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %
Satisfactory	Complete		100

COPY SENT

JUL 03 1974

Washington

CARTER LAKE INTERCHANGE-JACKSON STREET
PACIFIC HIGHWAY I-5
Landscaping

1. Scope of Inspection

This inspection consisted of driving along the project and discussing it with the Resident Engineer

2. Description of Project

This project consists of landscaping and installing an irrigation system at the Crater Lake Interchange and up to Jackson Street in Medford, Oregon.

3. Findings and Recommendations

This project was completed on March 26, 1974. During this inspection part of the project had been weeded and the remainder was overrun by weeds. State forces are doing the weeding since the price agreement to extend the planting period did not extend the maintenance period of the contractor.

This project was completed in substantial compliance with the plans and specifications and acceptance is recommended.

RECEIVED
JUL 5 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

Form FHWA-1446A (12-73) Formley PR-33B

Previous Editions Of PR-33 B Will Not Be Used.

7789

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Crater Lake Inter.- Jackson Street		WEEK ENDING: November 17,1973
		SECTION PREFIX: 615-0902
HIGHWAY: Pacific		COUNTY: Jackson
NAME OF JOB: Crater Lake Inter. - Jackson Street	KIND OF WORK: Roadside inprovement	
CONTRACTOR: Aichele Landscaping, Inc.	CONTRACT NUMBER: 7789	FEDERAL AID PROJECT NUMBER: LSI-5-1(2)
DATE OF CONTRACT: August 7, 1972	DATE WORK STARTED: August 7, 1972	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: XXXXXXXXXXXX DAYS 297	WORK DAYS USED: XXXXXX DAYS USED 297
PROJECT AUTHORIZATION: $ 116,053.75	SPECIFIED COMPLETION DATE: May 31, 1973	PERCENT OF TIME ELAPSED:
EXCLUSIVE OF ENGINEERING: $ 106,851.25	ENGINEERING AUTHORIZATION: $ 9,202.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 107,675.73	ENGINEERING COST TO DATE: $ 9,415.40	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100.7
ESTIMATED PERCENT: OVERRUN XXXXXX 0.77 %	PERCENT OF AUTHORIZATION: 102.3 %	DATE PROJECT WAS COMPLETED: May 4, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 11	Rain			
MONDAY 12	Rain			
TUESDAY 13	Rain			
WEDNESDAY 14	Rain			
THURSDAY 15	Rain			
FRIDAY 16	Rain			
SATURDAY 17				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 11	No activity all week
MONDAY 12	
TUESDAY 13	
14 WEDNESDAY	
THURSDAY 15	
FRIDAY 16	
SATURDAY 17	

REMARKS

Status: Post semi-final estimate submitted November 15, 1973.
No more weekly reports will be submitted until replanting during spring of 1974.

SIGNED Keith L. Martin LOCATION Grants Pass

Keith L. Martin

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7789

FORM PR-33A
(REV. 3-68) OSHD (Johnson
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

4-20-73

(Check appropriate box) ☐ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth ch

Region No.	Report No.	County	Division
10	1	Jackson	Oregon 7789

Date of Inspection	Inspection Made By	Project No.
4/20/73	T. P. Lowe, Area Engineer	LSI-5-1(2)

In Company With
Keith Martin, Resident Engineer

Location
The project is in the vicinity of the Crater Lake Interchange on I-5 adjacent to Medford, Oregon.

COPY SENT COPY SENT

MAY 16 1973 MAY 16 1973

Contractor Name and Address
Aichele Landscaping, Inc., Portland, Oregon

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
8/7/72	$97,515.00	Completion Date May 31, 1973	- STATE	8/7/72 REGIONAL OFFICE

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	- %	99

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	WIDTH (Feet)

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

RECEIVED
STATE HWY ENGR
MAY 17 '73
REFER TO
FOR
Info | Invss | R/D | D/R | Sign | Act | File

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)*

CRATER LAKE INTERCHANGE--JACKSON STREET
PACIFIC HIGHWAY
Landscaping

NOTED
H.S.COULTER

1. Description

The project involves landscaping and installation of an irrigation system at the Crater Lake Interchange and a portion of I-5 between said Interchange and Jackson Street. The work is within the urban fringe of the City of Medford.

2. Findings

The work has been completed except for weeding and checking the irrigation system.

5-17-73 Completed by [illegible]

Following is an estimate of the plants that died this last winter:

(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

Plant	Winter Kill	Total Plants
Japanese Black Pine	6	185
Plane Tree Maple	6	58
Pacific Wax Myrtle	100%	386
Swiss Mountain Pine	4	181
Parney Cotoneaster	100%	94
Oregon Grape	24	2850
Greenleaf Manzanita	50-100*	659
Warminister Broom	24	1142
Veitch Ceanothus	100%**	339
State Hybrid Bearberry	60%*	16,794

*New Manzanita and State Hybrid Bearberry plants will not be available until next fall. The State is considering the contractor's request to replace these plants next fall and extend the establishment period accordingly to next spring.

**Substitute plants apparently are not presently available. The State is considering allowing the contractor to substitute some other comparable plant.

The project is essentially complete except for replacement of the above plants and waiting for the establishment period to elapse.

7789

March 22, 1973

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

#7789

Gentlemen:

Attached is a copy of an Order for Release of Garnishment No. 374803 forwarded to us by James F. Hocum, Sheriff of Marion County.

This is in reference to the Notice of Garnishment No. 374803 Thompson Construction, Inc., vs. Aichele Landscaping, Inc.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fhm
Att.

cc Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

Marvin S. Hapem
800 Oregon National Building
Portland, Oregon 97205

Vern Skoog Attn: Dick Hacek
Walter Barrie

NOTED ON CARD
3-26-73
fm

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

COPY

THOMPSON CONSTRUCTION, INC., an Oregon corporation, Plaintiff, vs. AICHELE LANDSCAPING, INC., an Oregon corporation, Defendant.	NO. 374803 ORDER FOR RELEASE OF GARNISHMENT

TO JAMES F. HEENAN, SHERIFF OF MARION COUNTY, OREGON:

By order of Thompson Construction, Inc., plaintiff, you are hereby directed to release from garnishment under writ of execution in the above-entitled court and cause, and any and all debts, money, property, rights, dues, or credits of every nature in your hands or under your control, and held by you under or by virtue of said garnishment.

DATED March 20, 1973.

RECEIVED MARION COUNTY SHERIFF'S OFFICE 1973 MAR 21 AM 10 E7 D. Ackley DEPUTY

ALBERT B. GREEN, Director,
Department of Judicial
Administration of Multnomah County

By L. Hunter
Deputy

RECEIVED MAR 22 1973 OREGON STATE HIGHWAY COMMISSION

CIRCUIT COURT STATE OF OREGON ★ MULTNOMAH COUNTY ★

State of Oregon, Multnomah County } ss.
I, Albert B. Green, Director, Department of Judicial Administration and Ex-Officio Clerk of the Circuit Court of the State of Oregon for Multnomah County a court of record, do hereby certify that the foregoing copy of ORDER of Release has been compared by me with the original and that it is a correct transcript therefrom, and of the whole thereof such original as the same appears of record in my office and in my custody
In Testimony Whereof, I have hereunto set my hand and affixed the seal of said Court this 20 day of March A.D. 1973
ALBERT B. GREEN, Director, Department of Judicial Administration
By D. Ackley Deputy

DAVIES, BIGGS, STRAYER, STOEL AND BOLEY
ATTORNEYS AT LAW
TWENTY-THIRD FLOOR 500 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204
TELEPHONE (503) 224-3380

MARVIN S. NEPOM
ATTORNEY AT LAW
800 OREGON NATIONAL BUILDING
610 S. W. ALDER
PORTLAND, OREGON 97205
TELEPHONE (503) 223-1137

March 17, 1973

Oregon State Highway Division
Salem, Oregon

ATTN: C. W. Head, Secretary

RE: Thompson v. Aichele garnishment

Gentlemen:

Thompson Construction, Inc. has been paid in full by reason of garnishments on the U. S. National Bank for the judgment entered in Multnomah County case No. 374 803. Demand has been made upon Thompson through its attorney, Clarence Wicks, this date to cause to be released the garnishment served on you. You should be hearing from Mr. Wicks no later than Tuesday, March 20, 1973. We are sorry for the inconvenience caused and trust this will be the end of the matter.

Very truly yours,

Marvin S. Nepom

MSN:bw

cc: United Pacific Insurance Co.
~~Mr. and~~ Mrs. Aichele

3-20-73 - I rec-a tel-call from Marion Co. Sheriffs office stating that we'd be rec-a Release from them, re-the above- C.H.

RECEIVED
MAR 19 1973
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

March 15, 1973

United Pacific Insurance
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

We have received a Notice of Garnishment No. 374803 from James F. Keenan, Sheriff of Marion County as follows:

Thompson Construction, Inc., Plaintiff
vs.
Aichele Landscaping, Inc., Defendant.
By a writ of execution issued out of the Circut Court of Multnomah County, all monies due and payable under contracts between State Highway Commission and Aichele Landscaping, Inc.

We answered the Garnishment stating that we are now processing a payment in the amount of $10,395.71 on Aichele Contract No. 7789.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:ks

cc Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

bc V. E. Skoog
Attn: Dick Hacek
Walt Barrie

NOTED ON CARD
3-26-73

FORM No. 69—GARNISHMENT.

7-1-70 TB

Original returned 3/14/73 #11630 copy

In the CIRCUIT Court of the State of Oregon

in and for Multnomah County

THOMPSON CONSTRUCTION, INC.,
an Oregon corporation,
Plaintiff

vs.

AICHELE LANDSCAPING, INC.,
an Oregon corporation,
Defendant

No. 374803

NOTICE OF GARNISHMENT

To STATE HIGHWAY COMMISSION, State Highway Building, Salem, Oregon

YOU HEREBY ARE NOTIFIED That by virtue of a writ of execution *issued out of the above entitled court in the above entitled action, to me directed (a certified copy of which hereby is served upon you), all property, money, securities, rights, dues and/or credits of every nature in your possession or under your control and all debts due or to become due from you, and especially* ~~xxxxxxxxx~~ all moneys due and payable under contracts between State Highway Commission and Aichele Landscaping, Inc.
belonging or owing to said Aichele Landscaping, Inc. ~~xx~~
~~xxxxxxxxxxxxxxx~~, *are hereby* levied upon *and garnisheed, and you hereby are required to furnish to the undersigned a written statement of such property or credits within 5 days from the date of the service of the said writ upon you, if served within the above county, or within 10 days if served in any other county. The provisions of subsection 2 of ORS 23.185 (see below)* ☐ do ☒ *do not apply (indicate which).*

March 12, 19 73 JAMES F. HEENAN

Sheriff

(State Title)

of Marion *County, Oregon:*

By D Easley *Deputy*

ANSWER TO GARNISHMENT

STATE OF OREGON,
County of Marion } ss.

To JAMES F. HEENAN *(State Title)* Sheriff

of Marion *County, Oregon:*

The undersigned garnishee to whom the notice of garnishment above is directed, hereby certifies that at the time of the service of said writ and notice of garnishment upon the undersigned there was not in the possession or under the control of the undersigned any property, money, securities, rights, dues and/or credits belonging or owing to the defendant Aichele Landscaping, Inc. *named in said notice of garnishment, or either of them, nor was there any debt due or to become due from the undersigned to the defendant, defendants or either of them, except the following, to-wit:*

A payment of $10,395.71 is now in process regarding Highway Contract No. 7789—

Received 3/13/73 10:20 AM Finance Sect. Dated: D. Hacek

March 14, 73 STATE HIGHWAY COMMISSION

By C.N. Head

ORS 23.185 as amended by Ch. 498, 1971 Oregon Laws, provides:

23.185. (1) Except as provided in subsection (2) of this section, the maximum part of the aggregate disposable earnings of an individual for any workweek that is subjected to garnishment may not exceed:

(a) 25 percent of his disposable earnings for that week; or

(b) The amount by which his disposable earnings for that week exceed 30 times the federal minimum hourly wage pre-

(g) of subsection (1) of 107.100, subsection (3) of 107.100, subsection (3) of 107.130, ORS 107.160, subsection (1) of 107.250 and ORS 107.300.

(b) Any order of a court of bankruptcy under sections 1 (601) to 1 (686) of the Act of June 22, 1938, ch. 575 (11 U.S.C. 1001 to 1080).

(c) Any debt due for state or federal tax.

(3) No court shall make, execute or enforce any order or

THOMPSON CONSTRUCTION, INC.,

an Oregon corporation,

Plaintiff

vs.

AICHELE LANDSCAPING, INC.,

an Oregon corporation,

Defendant

No. 374803

NOTICE OF GARNISHMENT

To STATE HIGHWAY COMMISSION, State Highway Building, Salem, Oregon

YOU HEREBY ARE NOTIFIED That by virtue of a writ of execution *issued out of the above entitled court in the above entitled action, to me directed (a certified copy of which hereby is served upon you), all property, money, securities, rights, dues and/or credits of every nature in your possession or under your control and all debts due or to become due from you, and especially* all moneys due and payable under contracts between State Highway Commission and Aichele Landscaping, Inc. *belonging or owing to said* Aichele Landscaping, Inc. *are hereby* levied upon *and garnisheed, and you hereby are required to furnish to the undersigned a written statement of such property or credits within 5 days from the date of the service of the said writ upon you, if served within the above county, or within 10 days if served in any other county. The provisions of subsection 2 of ORS 23.185 (see below) ☐ do ☒ do not apply (indicate which).*

March 12, 19 73.

JAMES F. HEENAN

Sheriff

(State Title)

of Marion *County, Oregon:*

By D Easley *Deputy*

ANSWER TO GARNISHMENT

STATE OF OREGON,

County of Marion } ss.

To JAMES F. HEENAN *(State Title)* Sheriff

of Marion *County, Oregon:*

The undersigned garnishee to whom the notice of garnishment above is directed, hereby certifies that at the time of the service of said writ and notice of garnishment upon the undersigned there was not in the possession or under the control of the undersigned any property, money, securities, rights, dues and/or credits belonging or owing to the defendant Aichele Landscaping, Inc. *named in said notice of garnishment, or either of them, nor was there any debt due or to become due from the undersigned to the defendant, defendants or either of them, except the following, to-wit:*

A payment of $10,395.71 is now in process regarding Highway Contract No. 7789—

Received 3/13/73 10:20 AM Finance Sect. D. Hacek

Dated: March 14, 73.

STATE HIGHWAY COMMISSION

By C. N. Head

ORS 23.185 as amended by Ch. 498, 1971 Oregon Laws, provides:

23.185. (1) Except as provided in subsection (2) of this section, the maximum part of the aggregate disposable earnings of an individual for any workweek that is subjected to garnishment may not exceed:

(a) 25 percent of his disposable earnings for that week; or

(b) The amount by which his disposable earnings for that week exceed 30 times the federal minimum hourly wage prescribed by section 6(a)(1) of the Fair Labor Standards Act of 1938 (29 U.S.C. 206) in effect on April 30, 1969, whichever amount is less.

(2) The restrictions of subsection (1) of this section do not apply in the case of:

(a) Any order of a court for the support of any person including an award of attorney fees or costs pursuant to ORS 20.030, paragraph (a) of subsection (1) of 107.090, paragraph (g) of subsection (1) of 107.100, subsection (3) of 107.100, subsection (3) of 107.130, ORS 107.160, subsection (1) of 107.250 and ORS 107.300.

(b) Any order of a court of bankruptcy under sections 1 (601) to 1 (686) of the Act of June 22, 1938, ch. 575 (11 U.S.C. 1001 to 1080).

(c) Any debt due for state or federal tax.

(3) No court shall make, execute or enforce any order or process in violation of this section.

(4) Any waiver by a debtor of the provisions of this section is void.

(5) Any legal process served on a garnishee shall indicate whether the provisions of subsection (2) of this section apply.

(6) A copy of this section shall be attached to or made a part of any legal process served on a garnishee.

In the CIRCUIT Court

of the State of Oregon

in and for Multnomah County

THOMPSON CONSTRUCTION, INC.
an Oregon corporation,

Plaintiff

vs.

AICHELE LANDSCAPING, INC.,
an Oregon corporation,

Defendant

GARNISHMENT

(FORM No. 69)

Filed ....., *19*.....

(State Title)

By .....

Deputy.

STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

Davies, Biggs, Strayer Stoel and Boley
Twenty-Third Floor
900 S. W. Fifth Avenue
Portland, Oregon 97204

Attn: Mr. Close

Form DJA 56—Execution—Real and Pers

In the Circuit Court of the State of Oregon for Multnomah County

THOMPSON CONSTRUCTION, INC.,
an Oregon corporation
Plaintiff

vs.

AICHELE LANDSCAPING, INC.,
an Oregon corporation
Defendant

No. 374-803
EXECUTION

#11630

STATE OF OREGON,
County of Multnomah, } *ss.*

TO: ☐ *CIVIL PROCESS SECTION, DEPARTMENT OF JUDICIAL ADMINISTRATION, MULTNOMAH COUNTY, OREGON or*

☒ *SHERIFF OF* MARION *COUNTY, OREGON, GREETING:*

WHEREAS, on the 5th *day of* July *A. D. 19* 72*, by consideration of the* CIRCUIT *Court of the State of Oregon, for the County of Multnomah, in an action then pending in said court* Thompson Construction, Inc., an Oregon corporation, plaintiff *recovered judgment against* Aichele Landscaping, Inc., an Oregon corporation, defendant

for the following sums, with interest thereon, as follows:

$18,701.00
106.35 costs and disb.

which judgment was enrolled and docketed in the Clerk's office of this Court, in said County, on the 7th *day of* July, *19* 72.

THEREFORE, in the Name of the State of Oregon, you are commanded that out of the personal property of said Aichele Landscaping, Inc., an Oregon corporation, defendant

or if sufficient cannot be found, then out of the real property belonging to said debtor in your County on or after the said 7th *day of* July, *19* 72*, you satisfy the following sums with interest thereon, as follows:*

$18,701.00 with int. at 6% per annum from July 5, 1972
106.35 with int. at 6% per annum from July 5, 1972

18,701.00
16,247.08
2,453.92

LESS: Part. Sat. in amt. of $16,247.08 filed 3-8-73.

and also the costs of and upon this writ, and have the same in this Court within sixty days after you receive this writ.

STATE OF OREGON,
County of Marion) *ss.*

I hereby certify that the fore- *WITNESS my hand and seal of said court this* 9th *day of* March, *A. D. 19* 73

an Oregon corporation

Plaintiff

vs.

AICHELE LANDSCAPING, INC.,
an Oregon corporation

Defendant

No. 374-803

EXECUTION

#110

STATE OF OREGON,
County of Multnomah, } *ss.*

TO: ☐ *CIVIL PROCESS SECTION, DEPARTMENT OF JUDICIAL ADMINISTRATION, MULTNOMAH COUNTY, OREGON or*

☒ *SHERIFF OF* MARION *COUNTY, OREGON, GREETING:*

WHEREAS, on the 5th *day of* July *A. D. 19* 72*., by consideration of the* CIRCUIT *Court of the State of Oregon, for the County of Multnomah, in an action then pending in said court* Thompson Construction, Inc., an Oregon corporation, plaintiff *recovered judgment against* Aichele Landscaping, Inc., an Oregon corporation, defendant

for the following sums, with interest thereon, as follows:

$18,701.00
106.35 costs and disb.

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THEREFORE, in the Name of the State of Oregon, you are commanded that out of the personal property of said Aichele Landscaping, Inc., an Oregon corporation, defendant

or if sufficient cannot be found, then out of the real property belonging to said debtor in your County on or after the said 7th *day of* July, *19* 72*, you satisfy the following sums with interest thereon, as follows:*

$18,701.00 with int. at 6% per annum from July 5, 1972
106.35 with int. at 6% per annum from July 5, 1972

18,701.00
16,247.08
2,453.92

LESS: Part. Sat. in amt. of $16,247.08 filed 3-8-73.

and also the costs of and upon this writ, and have the same in this Court within sixty days after you receive this writ.

STATE OF OREGON,
County of Marion) ss.

I hereby certify that the foregoing is a true and correct copy of the original and the whole thereof.

JAMES F. [illegible]
Sheriff of Marion County, Oregon
By D Easley Deputy

WITNESS my hand and seal of said court this 9th *day of* March, *A. D. 19* 73.

ALBERT B. GREEN, Director
Department of Judicial Administration

M. BOOHEISTER
By ..... *Deputy*

No. 374-803

In the Circuit Court

THOMPSON CONSTRUCTION, INC.,

VS.

AICHELE LANDSCAPING, INC.,

EXECUTION

☐ DIRECTOR OF DEPARTMENT OF JUDICIAL ADMINISTRATION

☒ SHERIFF [redacted] COUNTY

RETURNABLE IN SIXTY DAYS

Judgment	$ 18,701.00
"	$
"	$
"	$
Interest (see inside)	$
Clerk's Fees and Costs	$ 106.35
Sheriff's Fees	$
Accrued Costs	$
This Writ, etc.	$
Commission on	$
Sheriff's Fees on this Writ	$ 4.20
	$
	$
	$
	$
	$
CREDIT INSIDE	$
	$
	$
	$
Total	$

Judgment rendered 7-5-72
This Writ issued at the instance of

Bertrand J. Close
224-3380 *Attorney*

ALBERT B. GREEN, Director

By M. [redacted]
Deputy

Docket 238 *Page* 152

RECEIVED
AUG 1 5 1972
FOR FILING

7789

August 14, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM L. H. Young
Programing Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of August 4, 1972, is requested in the award of contract for the Crater Lake Interch.-Jackson Street Section, Project No. LSI-5-1(2).

The contractor receiving the award is Aichele Landscaping, Inc., in the amount of $97,515.00, with Contract No. 7789 assigned. This bid was received on July 27, 1972 and awarded on August 8, 1972.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement

Date _____
I concur in the award.

G. L. Green
Acting Division Engineer

CL:js

RECEIVED
AUG 1 1972
FOR FILING

7789

bc C. T. Keasey
Walt Hart
L.H. Young
Attn: Vince Gallagher
J. H. Versteeg
Bill Brown
Roy Olson
William Geibel (SAIF)

August 8, 1972

Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

Gentlemen:

The State Highway Commission on August 4, 1972, accepted your proposal on the Crater Lake Interchange-Jackson Street Section of the Pacific Highway in Medford in Jackson County for the sum of $97,515 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval was received and the Administrator of Highways August 7 awarded you the project, which has been assigned Contract No. 7789.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

RECEIVED
APR 18 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

2289

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 17, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM **F. B. Klaboe**
Deputy State Highway Engineer

SUBJECT **Crater Lake Interchange-Jackson Street**
Interstate 5, Jackson County
Roadside Improvement

Attached are plans showing proposed landscape treatment for the highway right-of-way adjacent to an area being developed by the city of Medford.

The City landscape contract now under construction consists of planting trees, shrubs, vines, irrigation system and bicycle path. Proposed planting on the highway right-of-way is designed to blend in with the City project.

Estimated cost of the project is $130,000.

We request design approval of the proposed roadside improvement project and eligibility of Interstate funds for construction.

Att.

REO:vmt ia

bc Tom Edwards
E. S. Hunter
Frank L. Hall
Roy E. Olson

7790 Sanderson Br. Sec. of Albany-Lyons 1972
Hwy. east of Albany
(Grading & structure)

A+R 531 - 9-26-72

7790 — 6-23-75

STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
BR-S-223(7)	Linn	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This contract provided for construction of a 1080-foot bridge with a roadway width of 44 feet and embankment and riprap at the ends. The project is approximately six miles east of Albany on the Albany-Lyons Highway in Linn County.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Willamette-Western Corporation	$ 1,244,735.00

COPY SENT

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

JUN 17 1975

SIGNATURE *(SHD Official)* _____ Washington

TITLE Constr. Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
JUN 18 1975
Office of
Assistant State Highway Engineer

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width _____ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6-18-75 cy Const.			X081	0.205

NOTED
H.S. COULTER

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
P. V. Riedl	June 12, 1975

12. IN COMPANY WITH
Gerald W. Wimer; Keats Oliver; Jack Martin, OSHD.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE: Original signed by P. V. RIEDL P. V. Riedl	15. DATE	16. SIGNATURE: Original signed by G. K. Hossner G. K. Hossner	18. DATE
14. TITLE: Area Engineer	6-16-75	17. TITLE: District Engineer	6-17-75

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

7790

September 11, 1974

General Insurance Co. of America
Portland Service Office
1500 S.W. 1st Avenue
Portland, OR 97201

Gentlemen:

On August 20, 1974, we wrote to you concerning release of final payment on Contract No. 7790 awarded to Willamette-Western Corp. for work on the Sandercon Bridge Section of the Albany-Lyons Highway in Linn County.

Final payment on this contract is $7,200 and the total contract amount is $1,258,783.86 including $2,150 for work performed under force account. This payment will be made payable to Willamette-Western Corporation, Trust Account No. 408-005, P. O. Box 4500-11, Portland, OR 97208.

Very truly yours,

C. W. Read
COMMISSION SERVICES

rw

cc: Willamette-Western Corp.
Foot of N. Portsmouth Ave.
Portland, OR 97023

Willamette-Western Corp.
Trust Account No. 408-005
P. O. Box 4500-11
Portland, OR 97208

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

7790

August 14, 1974

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7790, Work Completed June 7, 1974

Project Sanderson Bridge

Highway Albany-Lyons, County Linn

Type of Work Grading and Structure

Contractor Willamette-Western Corporation

Recommended Acceptance Date August 14, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:pr

7790

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 6, 1974

Mr. Ronald McReary, P.E.
Ureca, Inc.
Consulting Engineers
10401 NE Marx St.
P O Box 20457
Portland, OR 97220

NOTED
E. S. HUNTER

Dear Mr. McReary:

Sanderson Bridge
Albany-Lyons Highway
Contract 7790
Foundation Exploration Data

In accord with your request of July 30, 1974, I am enclosing the exploration logs and foundation data drawing for the subject structure.

You also ask for laboratory test data on the aggregate material used for approach embankments. Since this was random fill material, no laboratory tests were made.

I understand you requested these reports in pursuit of a property condemnation case involving the State.

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE/ag (Attach.)
cc E. S. Hunter w/attach.
H. S. Coulter w/attach.
Les Hampton w/attach.
C. O. Fredrickson w/attach.

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

URECA, INC.

CONSULTING ENGINEERS

10401 N.E. MARX ST.
P.O. BOX 20457
PORTLAND, OREGON 97220
PHONE: 503/255-6240

July 30, 1974

File #620

Walter J. Hart
Bridge Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Walt:

We would very much appreciate obtaining a copy of borings which were made for the new Sanderson Bridge over the South Santiam River on the Albany to Lyons Highway in Linn County, Oregon (T 11 S, R 2 W, Section 10), which we understand was built under your Contract No. 7790. If possible we would also wish to receive laboratory test data on the aggregate materials which was apparently utilized for approach embankments and/or subbase roadway material. We are in the process of making an evaluation of aggregate materials in the area. This information would be most helpful in our analysis.

Please bill us for any costs incurred.

Best regards,

URECA, Inc.

Ronald McReary, P.E.

NOTED
R. W. ELLISON

RECEIVED
AUG 1 1974
BRIDGE DIVISION

7790

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sandersen Bridge (structure)		WEEK ENDING: June 22, 1974
		SECTION PREFIX: 122-1042
HIGHWAY: Albany-Lyons		COUNTY: Linn
NAME OF JOB: Sandersen Bridge (structure)	KIND OF WORK: Bridge Construction	
CONTRACTOR: Willamette-Western Corp.	CONTRACT NUMBER: 7790	FEDERAL AID PROJECT NUMBER: BR-S-223(7)
DATE OF CONTRACT: August 8, 1972	DATE WORK STARTED: September 18, 1972	ESTIMATED COMPLETION DATE: Project Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 1,406,876.88	SPECIFIED COMPLETION DATE: A) November 15, 1973 B) June 30, 1974	PERCENT OF TIME ELAPSED: A) 100 B) 99
EXCLUSIVE OF ENGINEERING: $ 1,306,754.08	ENGINEERING AUTHORIZATION: $ 100,122.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,263,833.36	ENGINEERING COST TO DATE: $ 99,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: [redacted] UNDERRUN 3.3 %	PERCENT OF AUTHORIZATION 99.5 %	DATE PROJECT WAS COMPLETED: A) February 18, 1974 B) June 7, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1771A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 16	Ptly Cloudy		0	
MONDAY 17	Clear		0	
TUESDAY 18	Clear		0	
WEDNESDAY 19	Clear		0	
THURSDAY 20	Clear		0	
FRIDAY 21	Clear		0	
SATURDAY 22	Est. Clear		0	

RECEIVED JUN 25 1974 CONSTRUCTION BRANCH

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 16	No activity all week.
MONDAY 17	
TUESDAY 18	
WEDNESDAY 19	
THURSDAY 20	
FRIDAY 21	
SATURDAY 22	

REMARKS

FINAL REPORT

Original & 2 copies -Construction
1 copy -Region
1 copy -Bridge Design
1 copy -Project file

SIGNED Keith M. Rebo LOCATION Albany

Richard E. Nelson by Keith M. Rebo

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

7790 -

April 24, 1974

Willamette-Western Corporation
Foot of N. Portsmouth Avenue
Portland, OR 97203

Gentlemen:

We have reviewed your second request for time extension on the Sanderson Bridge on the Albany-Lyons Highway in Linn County, Contract No. 7790.

Careful consideration was given to the reasons you submitted. In light of the available facts, a 28-day adjustment (moving the specified completion date for phase "a" to February 18, 1974) is granted, which will waive all liquidated damages that have accrued on this project.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
C. O. Fredrickson

JAB:fr kmb

E-320 (Rev. 3-73)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date March 4, 19 74

Gentlemen:

We, the undersigned, respectfully request an increase in the ~~xxxxxxxxxxxxxxxxxxxx~~ contract completion date from 1/21/74 ~~xxxx~~ to 3/1/74 ~~days~~, within which to complete our Contract No. 7790, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHMENT "A"

Respectfully submitted,

WILLAMETTE-WESTERN CORPORATION
Contractor

By A. B. Wilkinson - Vice President

CONSENT OF SURETY

Date March 4, 19 74

We, GENERAL INSURANCE COMPANY OF AMERICA

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
James F. Darby Attorney-in-fact

(SEAL)

James F. Darby
Resident Agent
CORROON & BLACK-FORSGREN

ATTACHMENT "A"

1. The Operating Engineer, Carpenter, and Labor strikes of this past summer resulted in the loss of sixty-seven (67) calendar days during the prime portion of the construction season. At the time of our request for a time extension on November 2, 1973, we were unable to determine the exact extent of delays caused by the strike pushing our operations into the winter season. Since the construction of the new bridge structure was completed on February 18th, 1974, we can now ascertain the total effect in loss efficiency of our operations on the completion of the Sanderson Bridge during the winter season.

   Prior to the strike of June 1, 1973 we had anticipated completing the new bridge structure by September 28th, 1974. From that June 1st date it would have required 120 calendar days to complete the structure.

   After the strikes were over on August 21st, we worked whenever possible to complete the new structure, completing it on February 18th, for a total of 181 calendar days.

   Therefore our loss of time from inefficiency would be $\frac{120}{181} = 66\%$.

   Applying this percentage to the 67 days extension which we previously received:

$$\frac{67 \text{ days}}{66\%} = \frac{\text{Total Required Time Extension}}{100\%}$$

   Total required Time Extension = 100 days

   Less time previously received = 67 days

   Additional Extension Requested 33 days

   Therefore we request an additional thirty-three (33) calendar days be added to the January 21st completion date.

2. January 7, 1974 to January 13, 1974 - Willamette-Western had completed forming the final deck section and were ready to pour the concrete deck. We had all the men and equipment available including the necessary heating facilities to pour the concrete in below freezing temperatures in accordance with the contract specifications.

   Had we proceeded at that time with placing the concrete, we would have used a considerable amount of petroleum fuels to heat the concrete. But because of the current shortage on fuel oils available to the construction industry, we elected to postpone the placing of concrete during the dates listed above when the temperatures remained below freezing. We therefore now request a time extension for the six (6) days involved.

   Total days Requested = 39 days

   Current Completion Date = January 21st, 1974

   Revised Completion Date = March 1st, 1974

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (~~xxxxxxxxxxxx~~) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7790 Contractor Willamette-Western Corporation

Highway Albany-Lyons

Section Sanderson Bridge

Kind of Work Sanderson Bridge (Structure)

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~xxxxxxxx~~ GRANTED. The reasons for such recommendation are as follows:

Recommend that the specified completion date for phase "a" be revised to February 18, 1974, a 28-day adjustment, which waives all liquidated damages that have accrued. This is for the winter season effect of 1973 labor dispute delays.

Recommended for Approval:

Harold Kimes
Regional Engineer

John H. Bond per ehs
Construction Engineer or ~~Bridge Engineer~~

C. V. Kessey
Acting Asst
State Highway Engineer

Contract No.	7790
Project designation	BR-S-223(7) State-Federal
Date awarded	August 8, 1972
Work started	September 18, 1972
Per cent completed	100% (Phase A)
Specified completion date: ~~xxxxxxxxxxxxxxxxxx~~ Date	(A) 1-21-74
Actual completion date: ~~xxxxxxxxxxxxxxxxx~~	(A) 2-18-74
No. of Added Workdays Requested	39

SP**67065-734

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 17, 1974

In reply refer to: 10-41-B2

SUBJECT: Oregon Project BR-S-223(7)
Sanderson Bridge
Request for Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. H. S. Coulter

We have reviewed the second request for a time extension on the subject project.

The delay was a direct result of last years strike and therefore can be considered eligible for approval for the extension of time. We concur in your request for a 28 day extension.

G. K. Hosmer
for G. L. Green

RECEIVED
APR 19 1974
Office of
Assistant State Highway Engineer

4-19-74
cy Keasey
Fredrickson
Gallagher

RECEIVED
STATE HWY ENGR
APR 18'74
REFER TO
Court T.
FOR
Info | Prives | R/D | D/R | Sign | Act | File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 8, 1974

FILE:

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Second Request for
Time Extension
Sanderson Bridge
Contract No. 7790
FAP No. BR-S-223(7)

Willamette Western Corp., contractor for the construction of the subject structure, has requested that the extended specified completion date for phase "a" be further extended to March 1, 1974, without assessment of liquidated damages. Delays related to labor disputes and the fuel shortage are cited as the reasons for failure to complete the work by the specified date.

The contract was awarded August 8, 1972, and specified a completion date of November 15, 1973 for phase "a" which was all work except the removal of the existing structure. This specified completion date was extended 68 days to January 21, 1974, in December 1973 which, at the time, appeared to be more than adequate. This was based on a simple day for day replacement of June and July strike time. Phase "a" was actually completed February 18, 1974, an overrun of 28 calendar days. Phase "b", all contract work, has a specified completion date of June 30, 1974 and no revision of this completion date has been requested.

Item "1" of the contractor's request points out that the 67-day adjustment of the specified completion date previously granted was not equivalent to the actual time lost. The time was lost due to labor disputes which occurred in the summer of 1973 during the prime construction period. The same number of days were granted covering the November 15, 1973 to January 21, 1974 period but construction was not possible during much of this period due to adverse weather conditions. The resident engineer feels that the equivalent of 38 efficient construction days were lost during this 67-day period.

Item "2" of the contractor's request cites freezing temperatures that delayed concrete placement for 6 days. This delay has been included in the 38 days of lost production noted above and no additional time is justified.

RECEIVED
APR 11 1974
Office of
Assistant State Highway Engineer

I therefore recommend that the specified completion date for phase "a" be revised to February 18, 1974, a 28-day adjustment, which waives all liquidated damages. Damages accrue at the rate of $200 per day.

This is a Bridge Replacement Project treated as a "Federal-aid Primary Highway Project" and any adjustment of the specified completion date will require FHWA concurrence. A rough draft letter requesting their approval is attached.

JAB:WR:fr

Att.

cc: V. L. Gallagher

122-1042

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Albany, Oregon 97321
March 7, 1974

SUBJECT: Time Extension
Sanderson Bridge (structure)
Contract No. 7790

To: G. W. Wimer
Region II Construction Engineer
Salem

Submitted herewith are six copies of the contractor's request for a second time extension.

Your attention is invited to attachment A which expresses the contractor's Justification for an additional 39 days extension.

Original specified completion date for Part A (construct bridge) of this contract was November 15, 1973. The first time extension of 67 days was granted on the basis of time lost due to strikes and established the specified completion date as January 21, 1974. The actual completion date was February 18, 1974, an overrun of 28 days.

Records in this office indicate weather during the strike period to be favorable to the contractor's operations. His rate of progress prior to the strike indicated an early completion date. However the strike moved the contractor's operations into an extended period of hostile weather, hardly compensated for by the 67 days time extension.

The contractor planned to place the final span prestressed beams on November 13th. On November 8th heavy rains commenced and by the 13th the continuing heavy downpour, togeather with an increase in discharge from the Foster Dam from 2,750 cfs to 10,000 cfs raised the river elevation, washing out the access road and hardstand and marooning their crane. Very little work was done until December 12thwhen the final span of beams were placed.

I consider a 90% loss of production for the 26 days period extending from November 16th (beginning of the 67 days extension) to December 12th.

Therefore: 0.90 x 26 = 23 days credit.

From December 13th to December 31st the weather moderated somewhat to intermittent rain and showers. During this 19 days period production loss is estimated at 30%. Cliff Layton of Cost Analysis Unit says 30% to 60% is a common estimate of production loss due to normal winter weather.

Therefore: 0.30 x 19 = 6 days credit.

Time Extension
Sanderson Bridge (structure)
Contract No. 7790

For the period from January 7th to January 13th I concur in principle to the contractor's analysis given in Section 2 of attachment A except that had the contractor elected to proceed with the deck pour I would have requested authority to issue a stop-work order.

Production loss of 100% = 6 days credit.

Heavy rains began January 14th and continued through January 16th. Production loss was 100% during this period = 3 days credit.

Total credit days = 23 + 6 + 6 + 3 = 38 days.

The final deck pour was made January 17th, 64 days after the beginning of the first time extension.

Therefore: $\frac{38}{64} = 0.59$ or 59% overall loss of production during this 64 day period.

On the basis of the foregoing analysis I recommend granting the contractor an additional time extension of 38 days.

J. M. Martin
Resident Engineer

attachments
JMM/rjs

cc: file

Form FHWA 121 (Rev. 5-73) 7790

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project BR-S-223(7)
Sanderson Bridge
Request for Time Extension

DATE: April 17, 1974

In reply refer to: 10-41-B2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. H. S. Coulter

We have reviewed the second request for a time extension on the subject project.

The delay was a direct result of last years strike and therefore can be considered eligible for approval for the extension of time. We concur in your request for a 28 day extension.

G. K. Hoosier
for G. L. Green

NOTED
H.S.COULTER

4-19-74
cy Keasey
Fredrickson
Gallagher

APR 19 1974

Office of Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
APR 18 '74
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy acy

7790

April 12, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM For H. S. Coulter
Assistant State Highway Engineer

SUBJECT Second Request for Time Extension
Sanderson Bridge
Contract No. 7790, FAP No. BR-S-223(7)

Willamette Western Corporation, contractor for the construction of the subject structure, has requested that the extended specified completion date for phase "a" be further extended to March 1, 1974, without assessment of liquidated damages. Delays related to earlier labor disputes and fuel conservation are cited as the reasons for failure to complete the work by the specified date.

The contract was awarded August 8, 1972, and specified a completion date of November 15, 1973 for phase "a" which was all work except the removal of the existing structure. This specified completion date was extended in December 1973 by 68 days to a new completion date of January 21, 1974, which at the time appeared to be more than adequate. This was based on a simple day-for-day replacement of June and July strike time. Phase "a" was actually completed February 18, 1974, an overrun of 28 calendar days. Phase "b", all contract work, has a specified completion date of June 30, 1974, and no revision of this completion date has been requested.

The 67 days' time lost due to labor disputes was in the summer of 1973 during the prime construction period. The same number of days were granted covering the November 15, 1973 to January 21, 1974 period, but construction was not possible during much of this period because of adverse weather conditions. Our resident engineer made an analysis which shows the equivalent of 38 efficient construction days were lost during this 67-day winter period.

The reference to fuel usage relates to cold weather concreting. Had the contractor tried to do more such work, it would have required fuel for heating.

Your concurrence is requested in an extension of the specified completion date for phase "a" to February 18, 1974, a 28-day adjustment which waives all liquidated damages to date. Damages accrue at the rate of $200 per day.

This is a Bridge Replacement Project treated as a Federal-aid Primary Highway Project.

JAB:WR:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher

7790

S

February 25, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keaney
Construction Engineer

Federal-aid Project
No. BR-3-223(7)

SUBJECT Notification Contract Work Completed (Unit A)

Contract 7790, Work Completed February 18, 1974

Project Sanderson Bridge

Highway Albany-Lyons

County Linn

VG:fr

cc: V. Gallagher

7790 bc: C. W. Head
George Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
L. H. Young
V. L. Gallagher
C. O. Fredrickson
Gary Sund
R. E. Whipps

JAB:fr cm

December 12, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Time Extension Request
Sanderson Bridge
Contract No. 7790

This project was awarded August 8, 1972, and had specified completion dates of November 15, 1973, for Phase (a)- all work except removal of the old bridge; and June 30, 1974, for Phase (b) - all work on the contract. Phase (a) completion is estimated in early January 1974. Phase (b) work, the removal of the existing Sanderson Bridge, is expected to be completed by June 30, 1974, as specified.

The contractor, Willamette-Western Corp., has requested Phase (a) extension to January 22, 1974, or 68 days. The request cites delays caused by two labor disputes occurring during the summer of 1973.

Labor disputes last summer stopped all work during three time intervals amounting to 55 days and curtailed it to only about 25 percent productivity during an additional 16 days.

I have therefore granted an extension of time on Phase (a) of 67 days which establishes a new specified completion date of January 21, 1974. Liquidated damages for Phase (a) accrue at $200 per day. This is a special federally funded Bridge Replacement project and we have the concurrence of the Federal Highway Administration in this extension.

This matter will be included in the report on time extensions on the agenda for your information at the December 19 meeting.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7790 Contractor Willamette-Western Corporation

Highway Albany-Lyons

Section Sanderson Bridge Structure

Kind of Work Bridge Construction

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Records on file in this office confirm the time lost because of the Operating Engineers, Laborers and Carpenters strikes.

The request to extend the specified completion date to January 22, 1974 applies ~~only~~ only to Part A of the contract.

I am confident that the work remaining under Part A can be completed well in advance of the requested completion date.

J. M. Martin

J. M. Martin, Resident Engineer

Extend (a) phase to January 21, 1974 due to labor disputes.

Recommended for Approval:

H. O. Kunz

Regional Engineer

Construction Engineer or Bridge Engineer

H. J. Daniels

State Highway Engineer

Contract No.	7790
Project designation	BR-8-223(7) State-Federal
Date awarded	Aug. 8, 1972
Work started	Sept. 18, 1972
Per cent completed	87 (11-6-73)
Specified Date of Completion	Date 11-15-73
No. of Workdays Allowed	
Percent Time Elapsed	97.5
No. of Workdays Used	
No. of Added Workdays Requested	68

SP*87865-734

E-330 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 2, 19 73

Gentlemen:

We, the undersigned, respectfully request an increase in the ~~number of workdays~~ completion date from November 15, 73 ~~xxx~~ days to 1/22/74 ~~xxx~~ days, within which to complete our Contract No. 7730, without the assessment of liquidated damages. The said contract is described as follows:

Sanderson Bridge

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

June 1, 1973 to August 1, 1973 - Labor strike by the Operating Engineers Local 701.

August 14, 1973 to August 21, 1973 - Labor strike by the Carpenters and Laborers Union.

Respectfully submitted,

WILLAMETTE-WESTERN CORPORATION

Contractor

By A. B. Wilkinson - Division Manager

CONSENT OF SURETY

Date November 2, 19 73

We, General Insurance Company of America

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
Attorney-in-fact James F. Darby

(SEAL)

James F. Darby
Resident Agent James F. Darby

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 21, 1973

SUBJECT: Time Extension Request
Sanderson Bridge
FAP No. BR-S-223(7)
Contract No. 7790

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

The subject project was awarded August 8, 1972 and had specified completion dates of November 15, 1973 and June 30, 1974 for phases (a) (all work except removal of old bridge) and (b) (all work on the contract), respectively. Phase (a) work is approximately 87 percent complete with completion estimated in early January, 1974. Phase (b) work, the removal of the existing Sanderson Bridge, is expected to be completed by June 30, 1974 as specified.

The contractor, Willamette-Western Corp., has requested Phase (a) extension to January 22, 1974, or 68 days. The request cites delays caused by two labor disputes occurring during the summer of 1973.

A strike by the Operating Engineers stopped all work during two periods of time when the project was picketed. The actual time lost during these periods June 1 through June 18 and July 5 through August 2 totaled 47 days. During the 16-day period between picketing, the contractor was able to perform some work not requiring operators. This work was performed by a greatly reduced crew and, due to the lack of operators, was not very productive. The contractor should be allowed an extension amounting to 75 percent of this 16-day period, or 12 days.

The project was shut down later in the summer of 1973 by a labor dispute with the Carpenters and Laborers Unions. All work was halted during an 8-day period from August 14 through 21.

The total recommended extension of time for these labor disputes amounts to 67 days which would establish a new specified completion date of January 21, 1974 for Phase (a). There has been no apparent delay to Phase (b). Liquidated damages for Phase (a) accrue at $200 per day.

RECEIVED
NOV 26 1973
Office of
Assistant State Highway Engineer

This is a bridge replacement project and any revision of the specified completion date will require the concurrence of the FHWA. A rough draft of a request to the FHWA is attached.

JAB:WR:fr

Attach.

cc: V. L. Gallagher

7790

December 12, 1973

Willamette-Western Corporation
P. O. Box 03190
Portland, Oregon 97203

Gentlemen:

We have reviewed your request for a time extension on Contract No. 7790 for work on the Sanderson Bridge Section of the Albany-Lyons Highway in Linn County.

Careful consideration was given to the reason you submitted. In light of the available facts and provisions of the contract, an extension of 67 days time extension on the Phase (a) to a new specified date of January 21, 1974, is granted.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
N. S. Coulter
C. T. Keasey
V. E. Skoog
V. L. Gallagher
C. O. Fredrickson

JAB:fr cm

7790

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 07308

DATE: December 7, 1973

In reply refer to: 10-35-B2

SUBJECT: Oregon Project BR-S-223(7)
Sanderson Bridge
Request for Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Attn: Mr. H. S. Coulter, Ass't State Highway Engineer

The time requested in your letter of November 27, 1973 on the subject project for extending this contract because of the strikes against the operators and laborers is hereby approved and Phase (a) completion date extended to a new specified date of January 21, 1974.

D.K. Hosmer
for G. L. Green

RECEIVED
STATE HWY ENGR
DEC 10 73
REFER TO
Coulter
FOR
Info | Inves | S/D | D/R | Sign | File

12-10-73
cy Keaney
Fredrickson
Gallagher

NOTED
H.S. COULTER

7790

November 27, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
Sanderson Bridge
FAP No. BR-S-223(7)
Contract No. 7790

The subject project was awarded August 8, 1972 and had specified completion dates of November 15, 1973 and June 30, 1974 for phases (a) (all work except removal of old bridge) and (b) (all work on the contract), respectively. Phase (a) work is approximately 87 percent complete with completion estimated in early January, 1974. Phase (b) work, the removal of the existing Sanderson Bridge, is expected to be completed by June 30, 1974 as specified.

The contractor, Willamette-Western Corporation, has requested Phase (a) extension to January 22, 1974, or 68 days. The request cites delays caused by two labor disputes occurring during the summer of 1973.

A strike by the Operating Engineers stopped all work during two periods of time when the project was picketed. The actual time lost during these periods June 1 through June 18 and July 5 through August 2 totaled 47 days. During the 16-day period between picketing, the contractor was able to perform some work not requiring operators. This work was performed by a greatly reduced crew and, due to the lack of operators, was not very productive. The contractor should be allowed an extension amounting to 75 percent of this 16-day period, or 12 days.

The project was shut down later in the summer of 1973 by a labor dispute with the Carpenters and Laborers Unions. All work was halted during an 8-day period from August 14 through August 21.

This is a Bridge Replacement project. We ask your concurrence in 67 days' time extension on the Phase (a) to a new specified date of January 21, 1974.

JAB:fr kmb

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher

122-1047

FORM E-20

#7790

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 16, 1973

TO Jack Martin
RESIDENT ENGINEER

FROM Gerald Wimer
ORIGINAL SIGNED BY GERALD WIMER
REGIONAL CONSTRUCTION ENGINEER

SUBJECT Proposed Revetment Extension
Sanderson Bridge Structure
Albany-Lyons Highway

Bryant Jackmond and I met with Glen Hossner, Herb Schell, Bill Kappus, Thursday, August 9.

They reiterated approval of only the shorter alternate no. 2. However, they did indicate we could proceed without their blessing. Their participation would be limited to a $1,385,478.00 project including the $10,000.00 preliminary engineering. Any cost in excess would have to be born 100 percent by the State.

A review was held with H. S. Coulter, C. T. Keasey, and C. O. Fredrickson August 10 and 15. After reviewing all of the facts, Mr. Coulter instructed "proceed with alternate no. 2 as approved by FHWA."

Therefore, commence negotiations with your contractor. This should include a documented review with the Fish Commission.

Also attached is a supplemental hydraulics report from Victor Wolfe. It is for your guidance in what your contractor may be allowed to do in the way of temporary channel rerouting. Any arrangements for trying to make this rerouting permanent would be by subsequent instructions.

GW/ek
Attachs.
cc: H. S. Coulter
C. T. Keasey
Keats Oliver

RECEIVED
AUG 17 1973
Office of
Assistant State Highway Engineer

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 9, 1973

TO C. T. Keasey
CONSTRUCTION ENGINEER

FROM Gérald Wimer ORIGINAL SIGNED BY GERALD WIMER
REGIONAL CONSTRUCTION ENGINEER

SUBJECT Proposed Revetment Extension
Sanderson Bridge Structure
Albany-Lyons Highway

Your June 15, 1973 letter instructed extending the revetment on the right bank of the South Santiam River in accordance with alternate no. 1 of the hydraulics unit study. They recommended this alternate estimated to cost $60,000.00. Administration had also approved the plan.

Several subsequent on site meetings and other discussions have been held with the FHWA. Personnel from your staff have participated in most of these. Unfortunately, their Division Engineer, G. L. Green by the attached July 26, 1973 letter has only approved the shorter alternate no. 2.

The matter has been reviewed with Assistant State Highway Engineer, E. S. Hunter and Assistant Attorney General, Jack L. Sollis. Mr. Sollis's July 31, 1973 opinion is attached. Mr. Hunter gave these observations:

1. We frequently do not go far enough with protective efforts resulting in far more costly future repairs.

2. The longer revetment should be constructed unless we can say with certainty that we will not contribute to abutting owner damage. This cannot be said.

3. Even though the FHWA has indicated we do not need their concurrence on this secondary project for the longer revetment, every effort should be made to secure it. It is intended to hand deliver FHWA District Engineer, Glen Hossner's copy of this letter and seek his further review.

There are other reasons for construction of the longer revetment. These are:

1. Whenever a revetment is constructed, it is usually done by simply reshaping the then existing bank. Meaning that if we wait a period of time to revet the stream bed will be wider than presently exists. It is already too wide. So any revetting to be done should be done before anymore erosion occurs. This will also retain a uniform stream alignment at the bridge end rather than eventually making the stream wrap around the end of any presently to be constructed revetment.

2. The five reasons given in Hydraulic Engineer, Steven H. McNab's June 7, 1973 report.

3. Mr. Green's letter implies concurrence with Mr. McNab's recommendation. If truly so, they should have concurred with alternate no. 1.

4. We are in contact with the Corps of Engineers. They have no funds available for such protection. Even if they did, they will not participate because of our Federal funds. They are reviewing Mr. McNabs' proposals. We should not wait for their finding.

5. The Hydraulics Unit is submitting data for conformance to the last paragraph of Mr. Green's letter. It should be pointed out, we will not direct the contractor to do so. However, we will make the plan available to him, and anticipate his compliance unless there is some unusual expense. After he is through, we can consider other further work in the channel at project cost if justified.

GW/ek
Attachs.
cc: Glen Hossner
Keats Oliver
Jack Martin

6-15-73
Proceed w/ Alt #2
as approved by FHWA.
H S Caudle

122-10?
122 1 of 2

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

REGION 2 ENGINEER
RECEIVED
AUG 1 1973
LE RCE RME RTE ROE
ULE GEO TA FILE

July 31, 1973

Mr. Gerald Wimer
Regional Construction Engineer
East Salem Highway Building
Salem, Oregon 97310

Re: Revetment Problem
Contracts No. 7859 and 7790

Dear Mr. Wimer

With regard to our discussion concerning the revetment problem on the above contracts, this will confirm my verbal communication to you that the State would be liable for any damage to abuttal property, above or below the proposed revetment, that could be attributable to the placing of the revetment material. In all cases where the State changes a natural condition of a river or creek, any damage that can be attributable to that change is compensable.

There is one additional factor that should be considered and that is, whether or not any property that has a potential to be damaged has any value. There are certain areas in which the property that might be damaged does not have any significant value and this is a consideration to be given when revetment work is done.

In conclusion, it would have to be an administrative determination as to whether there is a possibility for future damage to the abutting land as a direct result of the installation of the revetment material by the Highway Division and that the land damaged does have any significant value.

Sincerely

Jack L. Sollis
Assistant Attorney General

cs

122-1042

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 26, 1973

In reply refer to: 10-35.6

SUBJECT: Oregon Project BRS 223(7)
Sanderson Bridge

FROM : G. L. Green, Division Engineer

REGION 2 ENGINEER
RECEIVED
AUG 1 1973
RE RCE RME RTE ROE
ULE GEO TA FILE

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

You have requested our review of the Sanderson Bridge spur dike and revetment problems at the east end of the structure. We have the following information: (1) Macnabs "Revetment Project" report dated June 17, 1973; (2) Aerial mosaics' dated January 19, 1971, December 17, 1971, May 29, 1972, and April 3, 1973. A field review of the project was made on June 26 with your people and the matter was then referred to our Regional Hydraulics Engineer, Gene Fiala.

We agree with Mr. Macnab's recommendation of Alternate II as the protection for the east end of the bridge. The Corps of Engineer's specifications for revetment construction has been field proven and recommended for this work.

The work required to open a full-sized channel under the main span of the structure could be considerable. There is ample bridge to take the peak river flow and we do not propose that you consider additional structure. We propose that you see how the contractor accomplishes his river diversion back under the main span and evaluate its further effectiveness. This would probably take a minimum hydraulic analysis and should fix the extent of any additional work that is necessary.

G. L. Green

RECEIVED
STATE HWY ENGR
JUL 30 '73
REFER TO
FOR
Info | Insp | A/D | D/R | Sign | Ltr | File

7-31-73
CC
C. Fredrickson
Wolfe - Hyd. analysis
Your

NOTED
E. S. HUNTER

RECEIVED
JUL 31 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

GSC

STATE COPY

FORM PR-33A (REV. 3-68) OSHD (Johnson)

7790 Region Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

1-9-73

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-In-Depth ch

Region No.	Report No.	County	Division
10	1	Linn	Oregon

Date of Inspection	Inspection Made By	Project No.
1-9-73	P. V. Riedl, Area Engineer	BR-S-223(7)

In Company With: Jack Martin, Resident Engineer

Location: Albany-Lyons Highway in Linn County 6 miles east of Albany, Oregon

Contractor Name and Address: Willamette-Western Corp., Foot of N. Portsmouth Ave, Portland OR 97023

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
8-8-72	$1,244,735	a. 11-15-73 b. 6-30-74	9-1-72	9-1-72

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	16.5 %	25%

Roadbed (Width) *(Feet O. to O. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Prestressed Postensioned Concrete Box Girder Bridge	X08.1	.205

COPY SENT

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)*

Orig & Coulter 2-13-73

SANDERSON BRIDGE SECTION
ALBANY-LYONS HIGHWAY
Grading and Structure

FEB 12 1973
REGIONAL OFFICE

The project consists of the construction of a 1080 foot bridge 44 feet wide over the South Santiam River. Also placement of riprap and embankment at the bridge ends.

The project is located on the Albany to Lyons highway approximately 6 miles east of Albany.

1. Completed Work

Footings for Bents 2 thru 5 have been excavated and concrete poured. Pier on Bent 2 poured. Footing on Bent 6 excavated.

2. Work in Progress

Tying steel in pier wings in Bent 2. Placing reinforcement steel in footings for Bent 6.

(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

A. E. JOHNSON

Drawing sheet pile at Bent 7, plan to pour wings on Bent 2 and footings for Bent 6 tomorrow if the weather permits.

3. Comments

This project is on a secondary road system; however, the work on the project was set up under the secondary special bridge replacement project program as established by Section 144 of Title 23 U.S.C. and in accordance with Mr. Maloney's memorandum of April 27, 1972. This new structure will carry two lanes of the Albany-Lyons Highway over the South Santiam River on a new alignment upstream from the existing bridge. The structure will have a 44 foot roadway with rails and with a span arrangement of 140, 170-210-170, 130-130-130. The longest 3 span continuance series over the main channel will be postensioned concrete box girder construction, and the shorter approach span will be precast-prestressed bulb-T construction, continuous for live load. Also included as incidental work is construction of approximately 150 feet of roadway embankment fill at each abutment and the placing of riprap to form a spur dike as end pier protection at the east end of the structure. The work has progressed slowly but satisfactorily and the contractor has been able to work most of the fall months and into the winter due to the lack of heavy rainfall to this date; however, work was slow in December due to cold and snow conditions.

In begining the excavation for the foundations for the bridge the contractor found that he was unable to drive the steel piling due to the type of materials at the footing locations. A meeting was held with the contractor to determine what changes would be necessary to continue with construction of the structure. At Bent 2 construction would be performed as indicated on the contract drawings. Bents 3 and 4 would be redesigned and the foundation pilings would be eliminated. The seal will be eliminated if a by-coffer dam is developed. Without the seal the bottom footing must be at elevation 240 in order to place the footing well below the projected depth of scour. The footing is to be slightly smaller than the coffer dam to facilitate dewatering during concrete placement. The resteel will be redesigned.

Payment for the extra work as established under these changes will be performed on a price agreement basis. This price agreement will be negotiated as the project work continues.

The contractor indicated that all the piling had been ordered but he would attempt cancellation of this material immediately. It was then planned to determine the need of piling on the remaining bents as the footing excavation proceeded. If piling is needed for Bents 5, 6 and 7 these will be furnished and driven under a force account basis.

The contractor indicated that he would submit in the form of additional request for payment a claim for the unit price bid for driving pile. This will be reviewed by the auditing section for acuracy and evaluation before approval of the claim. A Price adjustment also will be made before the elimination of the seal will be negotiated.

(more)

In order to evaluate this entire matter the Resident Engineer was directed to maintain daily records of the time, personnel and equipment involved in accomplishing shoring, cribbing and excavating at Bents 4, 5, 6 and 7. It appears that some of this work will be handled under a price agreement and the remaining portion which cannot be negotiated will be handled on a claim basis.

The piles which were sent to the project and not used under the bents are now being considered to be used in the end abutments. A price agreement will be prepared covering the use of these piles for this purpose.

A review of the project documents indicates that the materials incorporated into the project are in substantial conformity to the specifications.

The contractor has displayed the necessary posters and the EEO requirements have been met.

RECEIVED
STATE HWY ENGR
FEB 13 '73
REFER TO
FOR

RECEIVED
NOV 10 1972
FOR FILING

7790

NOTED
F. B. KLABOE

NOTED
A. E. JOHNSON

APB COR 11 NOVEMBER 8, 1972 4.45 PM

ATTENTION ALL STATIONS

THE SANDERSON BRIDGE, ALBANY - LYONS HIGHWAY NUMBER 211 WILL BE REPXX REOPENED TO REGULAR TRAFFIC AS OF 6.00 PM THIS DATE.

HOWARD C. JOHNSON
AH-$\frac{5}{8}9\frac{57}{58}.\frac{1}{8}1.3\&.\frac{1}{2}4.\frac{3}{4}\&.$

NOTED
F. B. KLABOE

RECEIVED
NOV 8 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
NOV 7 - 1972
FOR FILING

122-1042

7790

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 6, 1972

NOTED
A. E. JOHNSON

To: Memo to the Files

SUBJECT: Accident
Sanderson Bridge
Albany-Lyons Highway

At approximately 7:00 a.m. on November 6 I was informed by telephone that a traffic accident had damaged the south truss to the Sanderson Bridge. Mr. Phil Stearns reported that he had stopped all truck traffic and was allowing light cars only to travel the downstream or undamaged side of the truss. I immediately requested that Mr. Gib Anderson view the damage and I proceeded to the site.

Mr. Anderson had preceded me and advised that no traffic should be on the truss and the road was immediately closed. The vehicle, a small Datsun, had struck the timber guardrail, broken through what was apparently a sound piece of timber, and struck one of the compression posts on the north side of the center panel on the upstream truss. The damage was considerable, a break occurring in the vicinity of the lower pin and the post, having pulled the main compression member vertically out of line.

Mr. Anderson, Mr. Stearns, and myself decided that grillage and posts under the floor beams on the upstream side of the truss to support it during repair work was necessary. Arrangeemnts were made to have Ed Schwichtenberg assist Phil Dammer's crew.

The bridge should be opened to light traffic in approximately two days. The final repairs of the post and getting all members back into line should proceed, allowing trucks to utilize this truss. It should be closed for truck traffic for approximately five days.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

cc: A. E. Johnson
R. N. Bothman
Howard Johnson

RECEIVED
NOV 7 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Conference on Foundation Problems
Sanderson Bridge
October 18, 1972

This conference involving Willamette-Western Corporation, the prime contractor and the Highway Division was held in the office of A.E. Johnson, Assistant Highway Engineer.

Attending were: Tony Wilkinson, H.C. Washburn, Harold E. Rice Jr., William Wilson and Robert Bittner, all representing Willamette-Western Corporation and A.E. Johnson, Walter J. Hart, A.A. Rear, J.B. Boyd and J.M. Martin, all representing the Highway Division.

Following is a topical summary of the discussions.

Bent 2

Bent 2 will be constructed as indicated by the contract drawings. Time spent by the contractor in overdriving, exchanging pile hammers, delays, etc in an effort to obtain deeper pile penetration at this bent are to be compared with the resident engineer's record of time, equipment and personnel engaged in this work. If thus substantiated the contractor's record is to be approved by the resident engineer.

Redesign of Bents 3 and 4

Foundation piling will be eliminated. The seal will be eliminated if a dry cofferdam is developed. Without the seal the bottom of footing must be at elevation 240 in order to place the footing well below the projected depth of scour. The footing is to be slightly smaller than the cofferdam to facilitate dewatering during concrete placement. The resteel, which has not been fabricated will be redesigned. Payment for the extra footing and column concrete will be made on a unit price per cubic yard computed on the basis of the total estimated quantity and the total price bid for class "A" concrete. Extra resteel will be paid for in similar manner.

Price Adjustment Due to Elimination of Piling and Seal

The contractor said all piling had been ordered but he would attempt cancellation immediately. The State suggested that if it is determined that piling are needed for Bents 5,6 & 7 they may have to be furnished and driven under a force account. Price adjustment for uncancellable piles will be negoiated.

RECEIVED
OCT 31 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

The contractor said that the unit price bid for driving piles usually contained indirect costs because this was generally considered a fixed item. The State responded by saying that a price adjustment for this item would be subject to critical review by the auditors and must be substantiated and any claim resulting from the deletion of this work should be submitted in the very near future. The contractor promised to submit the claim to the resident enginiir by the afternoon of October 20, 1972. Price adjustment for the elimination of the seal also will be documented and negoiated. When asked if a claim would be submitted for additional forming the contractor said "Possibly not".

Shoring and Cribbing and Structural Excavation

The contractor has driven cofferdam sheets to elevation 235 at Bent 3 and to elevation 244 at Bent 4. He said that further penetration at Bent 4 with present equipment, Delmag 12, is impossible and asks about payment for extra driving of sheets at this bent and other bents, if a heavier hammer is used. He alleged that a heavier hammer would result in more damage to the sheets; further, that the elemination of foundation piling constituted a dissavowal of foundation investigation and therefore the contractor should be paid for damaged sheets and extra time spent on shoring and cribbing. The State responded that the manner and type of shoring and cribbing was at the election of the contractor and did not constitute a change in contract design, and that any extra costs therefrom should be submitted on a claim basis.

In regards to the above topic, the resident engineer was directed to maintain daily records, from this date, of the time, personnel and equipment involved in accomplishing shoring and cribbing, and excavating at Bents 4, 5, 6 and 7.

The contractor indicated he would include in his claim extra costs incurred as a result of the hardness of the material to be excavated. He is to provide the State with a letter of intent.

The meeting terminated at 10:45 AM.

cc: A. E. Johnson
Bridge Section
Region Engineer
Willamette-Western Corp.
Resident Br. Engr.

J.M. Martin
Resident Bridge Engineer

RECEIVED
OCT 13 1972
FOR FILING
7790

5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 11, 1972

TO Mr. J. B. Boyd
Regional Engineer

FROM R. W. Ellison
Bridge Administration Engineer

ORIGINAL SIGNED
R.W. ELLISON

NOTED
A. E. JOHNSON

SUBJECT Sanderson Bridge
Albany-Lyons Highway
Contract 7790

Restrictions on the demolition of the old structure set forth in the September 29 letter from the Fish Commission to Jack Martin, Resident Engineer on the subject project, requests that the demolition be done within the period July 1 to August 15. The contract indicates demolition of the old structure be done within the period November 15 through June 30. The Fish Commission cites migration of fish as their reason for the restriction.

Please review the demolition procedure with the contractor and the local Fish Commission agent to see if a method or sequence of demolition can be made compatible with the presence of fish in the river in order that the contract time schedule may be met.

If this is not possible, an extension of contract time to allow demolition in accord with Fish Commission restrictions may be necessary.

RWE:dh

cc A. E. Johnson
A. A. Rear
L. L. Wallace
Jack Martin

RECEIVED
OCT 12 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 29 1972

5

FORM E-30-X 12-67

1790

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

September 27, 1972

SUBJECT: Sanderson Bridge Section
Albany-Lyons Highway

To: Mr. J. B. Boyd
Region Engineer

Attention: Mr. Gerald Wimer
Regional Construction Engineer

I have discussed the subject borrow area with Mr. Hunter. Please arrange for Mr. Henry to exercise options on the basis that the area may be made available to the contractor if he chooses to use it. It will not be specified as a manditory source but rather as optional for the contractor.

Victor D. Wolfe
Location Engineer

VDW:mc

cc E. S. Hunter
F. L. Hall (w/file)

NOTED
E. S. HUNTER

RECEIVED
SEP 27 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
NOV 7 - 1972
FOR FILING

7790

5b
9-19-72

September 26, 1972

Board of County Commissioners
Linn County
Courthouse
Albany, Oregon 97321

[redacted] 531

Attention: Del Riley
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement pertaining to the Sanderson Bridge Section of the Albany-Lyons Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(conf. agree. att.)

SEP 6 1972

FOR FILING

7790

Sanderson Br

September 5, 1972

Mr. A. W. Kilborn
Southern Pacific Transportation Company
251 Union Station
Portland, Oregon 97209

Dear Sir:

Re: 323-0, 0-0-72-17
Sanderson Bridge Section
Albany-Lyons Highway
Linn County

Reference is made to your letter of August 14 regarding consideration given to a grade separation of the railroad and highway on the Sanderson Bridge Section of the Albany-Lyons Highway in Linn County.

At the corridor public hearing held September 18, 1969 in Crabtree, it was pointed out by the Highway Division that on Corridor 3 a grade crossing of the Woodburn-Springfield branch of the Southern Pacific Company railroad was anticipated. It was further pointed out that Corridor 3 offered an alignment on which a future railroad-highway separation could be constructed (if and when justified) without upsetting the business area of Crabtree. It was also stated that Corridor 3 was the most practical choice for improvement of this section of highway. The testimony in the transcript of the hearing indicates that Corridor 3 was favored by most of the persons who spoke or sent in comments.

Southern Pacific Company was notified of this corridor hearing by letter dated August 11, 1969; however, there were no comments made by Company representatives at the hearing. The Highway Division assumed that the grade crossing was acceptable.

The anticipated ADT at the railroad crossing is 1,700 vehicles. The projected 1992 anticipated ADT is 2,800 vehicles. It is estimated that a grade separation would cost $526,000 more than a signalized grade crossing with bus stopping lanes. It was felt that the estimated traffic did not warrant the expenditure of this amount of money.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

DEK:jp jf

bc: F. B. Klaboe
Victor D. Wolfe
Frank Hall
J. B. Boyd
Ted Litchfield
J. W. Valentine

7790 STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
8-10-25		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Linn
	8-18-72	PROJECT NO. BR-S-223(7)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 226 1.45 mi. S.W. of Crabtree

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	6-20-72	0.21
RIGHTS-OF-WAY		
CONSTRUCTION	6-30-72	0.21
OTHER *(Specify)*		

FUNDS Pro Rata 75%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,385,478	$ 1,039,108

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. Wheeler

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
(Division Engineer)

G. L. Green

Date executed by Division Engineer AUG 18 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-Aid
Project No. BR-S-223(7)

SANDERSON BRIDGE SECTION

ALBANY-LYONS HIGHWAY IN LINN COUNTY

Salem, Oregon, August 15, 1972

Type Code P.E.			
Preliminary Engineering	All Required		$ 10,000.00
Type Code X081			
Sanderson Bridge (Sta. 68+25 to Sta. 79+05)			
Roadway			
Mobilization	All Required		$ 120,000.00
Clearing and Grubbing	All Required		10,000.00
Embankment in Place	24,000 cu.yds.	1.80	43,200.00
Toe Trench Excavation	1,460 cu.yds.	1.00	1,460.00
Watering	300 M-gals.	7.00	2,100.00
Loose Riprap, Class 700	1,900 cu.yds.	7.00	13,300.00
Loose Riprap, Class 2,000	3,600 cu.yds.	7.00	25,200.00
Structure			
Shoring, Cribbing, Etc.	All Required		100,000.00
Structure Excavation	7,000 cu.yds.	2.50	17,500.00
Structure Excavation, Below Elevation Shown	600 cu.yds.	4.00	2,400.00
Furnish HP 10x42 Steel Piling	1,980 lin.ft.	4.00	7,920.00
Furnish HP 12x53 Steel Piling	8,080 lin.ft.	5.00	40,400.00
Drive HP 10x42 Steel Piles	36 only	120.00	4,320.00
Drive HP 12x53 Steel Piles	254 only	120.00	30,480.00
Splice Steel Piles	70 only	50.00	3,500.00
Class A Concrete (1,902 c.y.)	All Required		152,000.00
Class AA Concrete (2,200 c.y.)	All Required		250,000.00
Seal Concrete	660 cu.yds.	30.00	19,800.00
125'/130' Bulb Tee Prestressed Beams	24 only	3,900.00	93,600.00
135'/140' Bulb Tee Prestressed Beams	10 only	4,250.00	42,500.00
Type D-260 Seal Expansion Joint*	46 lin.ft.	120.00	5,520.00
Type D-520 Seal Expansion Joint*	46 lin.ft.	370.00	17,020.00
Prestressing Steel (148,500 lb.)	All Required		58,000.00
Reinforcement (794,000 lb.)	All Required		125,000.00

Three Tube Metal Rail	2,185 lin.ft.	19.00	41,515.00
Bridge Removal Work	All Required		18,000.00
			$1,244,735.00
*Experimental Category 2			
Flagging (60% of Contractor's Cost)	All Required		$ 500.00
Erosion Control	All Required		2,000.00
Trainees (4 @ $800.00)	All Required		3,200.00
			$ 5,700.00
	Subtotal		$1,250,435.00
	Engr. & Cont.		125,043.00
	Total		$1,375,478.00

Install Pacific N.W. Bell telephone conduit $1,100.00 to be paid by telephone company.
Length of Structure - - - 0.205 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 10,000.00	$ 7,500.00	$ 2,500.00
Structure	1,375,478.00	1,031,608.00	343,870.00
Total	$1,385,478.00	$1,039,108.00	$346,370.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7790

Prefix 122-1042

RECEIVED
AUG 15 1972
FOR FILING

5

7790

August 14, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM L. H. Young
Programming Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of August 4, 1972, is requested in the award of contract for the Sanderson Bridge Section, Project No. BR-S-223(7).

The contractor receiving the award is Willamette-Western Corp., in the amount of $1,244,735.00, with Contract No. 7790 assigned. This bid was received on July 27, 1972 and awarded on August 8, 1972.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement

Date _____
I concur in the award.

G. L. Green
Acting Division Engineer

CL:js

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FOR FILING

7790

bc C. T. Keasey
Walt I t
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
Jack Martin
William Ge"bel (SAIF)

August 8, 1972

Willamette-Western Corporation
Foot of North Portsmouth
Portland, O egon 97203

Gentlemen:

The State Highway Commission on August 4, 1972, accepted your proposal on the Sandercon Bridge Section of the Albany-Lyons Highway in Linn County for the sum of $1,244,735 and referred it to the Administrator of Highways with authority to award the contract as soon as the County signs the construction agreement and approval of the Federal Highway Administration is received.

These conditions were satisfied and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7790.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training". The fourth paragraph of the Special Provision requires that you must receive approval of ". . . .the number of trainees to be trained in each selected classification . . . ." before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

RECEIVED
JUL 17 1972
FOR FILING

SP*23500-734

x 7.790

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 14, 1972

SUBJECT: Sanderson Bridge Section
Albany-Lyons Highway #211
Linn County

To: Mr. E. S. Hunter
Assistant State Highway Engineer

BUILDING

Returned herewith is the data previously sent to you regarding the Sanderson Bridge Section.

On July 10, you asked how much annual maintenance was spent on the section of highway proposed to be abandoned to Linn County as well as how much had been spent to date this year.

A review and discussion of this request with Regional, District, and Accounting Sections reveal an annual maintenance cost for the over-all section of highway consisting of approximately 25.6 miles to be $128,550.

Based on a pro rata share for the foregoing, this would indicate for the approximately 2.6 miles to be abandoned a cost of approximately $13,165 - which, again as a pro rata breakdown, would be approximately a $6,580 expenditure to date this year.

Please bear in mind that this is an extremely poor comparison as these costs reflect damage repair to the Shindler Bridge and all other work on the entire highway.

If it is your desire, we will contact the County and attempt to improve this facility prior to relinquishment by extraordinary maintenance rather than the requested overlay.

H. S. Cox
County and City Engineer

By D N Harwell

D. N. Harwell
Assistant Engineer

NOTED
R. L. SCHROEDER

RECEIVED
JUL 11 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DNH:mm
cc: R. L. Schroeder
J. B. Boyd

RECEIVED
JUL 13 1972
FOR FILING

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

2790

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

July 13, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

F. B. KLABOE
NOTED

Re: Descriptions Easement
Sanderson Bridge Section
Albany-Lyons Highway
Linn County
R/W File: 47264
Your File: 323-3

Gentlemen:

With my letter dated June 6, 1972, I sent you copies of the right of way map, encroachment map and PUC map for the above captioned project.

Herewith you will find two copies each of a description of the easement requested across your tracks along with a print of a portion of the right of way map No. 9B-10-1, showing the area described.

Additional information will be transmitted to you as it becomes available.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: SPTC - San Francisco w/attachments

F. B. Klaboe
F. L. Hall
J. B. Boyd
J. W. Valentine

JUL 13 1972

FORM E-20-X (12-67)

FOR FILE

7790

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1972

To: E. S. Hunter
Assistant State Highway Engineer

BUILDING

SUBJECT: Sanderson Bridge Section
Albany-Lyons Highway #211
Linn County

Per your request, under letter of June 20, Region 2 was requested to review various items pertaining to an agreement covering subject matter.

Under date of June 29, the County-City office received Region's reply with overall costs of work to be done amounting to approximately $40,000.

Would you please review the attached and determine what course of action you desire, as this office is holding the pending agreements for this project which has been advertised for the July 27 bid letting.

H. S. Cox
County and City Engineer

By D. N. Harwell

D. N. Harwell
Assistant Engineer

DNH:lat
Att.
cc: R. L. Schroeder
J. B. Boyd

NOTED
R. L. SCHROEDER

Recd. 7-7-72

SECTION Sanderson Bridge
HIGHWAY Albany - Corvallis

ESTIMATE OF COST

6/26/72

SHEET 1 OF 1

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST	TOTAL COST
TO	BRING ABANDONED PORTION OF	HIGHWAY TO CONDITION				$	$
	ACCEPTABLE TO COUNTY, PER ABANDONMENT AGREEMENT						
	Emuls. Asph. in Tack Coat	Ton	5	1	6	.100 00	.600
	Class B Asph. Conc. Overlay	"	3,280	320	3,600	8 60	30,960
	Obliterate old Roadway	Sq. Yd.	741	79	820	0 75	.615
	SUBTOTAL						32,175
	Engr. & Contingencies 12½%						4,025
	SUBTOTAL						36,200
	Monument Old R/W (80 ±) (State Forces)						3,800
	TOTAL						40,000

RECEIVED
COUNTY & CITY SECTION
JUN 29 1972
☐ ENGR. ☑ CORR. ☐ CE ☐ /E ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7090 6-30-72

FEDERAL AID PROJECT NO.: BR-S-223(7)

STATE PROJECT NO.: SANDERSON BRIDGE SECTION

FROM: G. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

COUNTY NAME:

ITEM NO.: S-1093

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

NOTED
F. B. KLABOE

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	JUNE 20, 1972	SECONDARY ROUTE 220 ALBANY-LYONS HIGHWAY ROUTE 211

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

EFFECTIVE JUNE 20, 1972 YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [X] PREPARATION
- [ ] OTHER (Specify)

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

7-6-72

RECEIVED
JUL 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-30-72		ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FOR FILING 6-30-72

FEDERAL AID PROJECT NO. BR-S-223(7)

STATE PROJECT NO. SANDERSON BRIDGE SECTION

FROM: G. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. S-1093

COUNTY NAME LINN

PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO: 7790

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JUNE 30, 1972	JUNE 30, 1972	SECONDARY ROUTE 220
		STATE ROUTE NUMBER: ALBANY-LYONS HIGHWAY ROUTE 211

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $500.00, TEMPORARY EROSION CONTROL $2,000.00 AND ON THE JOB TRAINING IN AMOUNT OF $3,200.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [X] OTHER (Specify)
  CONTRACTOR'S FLAGGING $500.00
  TEMPORARY EROSION CONTROL $2,000.00
  ON THE JOB TRAINING
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

PROGRAM ITEM 1093 FOR THE SUBJECT PROJECT SUBMITTED WITH MR. YOUNG'S 5-19-72 LETTER HAS BEEN APPROVED JUNE 20, 1972, MODIFIED TO INCLUDE DEMOLITION OF OLD BRIDGE IN STAGE 2. ONE COPY OF THE APPROVED PR-1 IS ATTACHED.

MR. YOUNG'S JUNE 28, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH. 7-6-72

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-30-72		ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
JUN 30 1972
FOR FILING
2790

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: June 26, 1972

In reply refer to: 10-35-FA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project BR-S-223(7)
Sanderson Bridge Section
Use of Wabo-Maurer Expansion Joints

The installation of the Wabo-Maurer expansion joint on the subject project as an experimental feature in accordance with the provisions of PPM 20-6.3 is approved as requested in Mr. Hart's June 15, 1972 letter.

6-29-72
Hart

RECEIVED
JUN 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
JUL 11 1972
FOR FILING
7790

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attention: Mr. A. E. Johnson

DATE: June 21, 1972

In reply refer to: 10-35.6

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project BRS 223(7)
South Santiam River Bridge (Sanderson)
Preliminary Bridge Plans

NOTED
A. E. JOHNSON

Your preliminary plans submitted May 5, 1972 by Mr. Hart are approved.

Your hydraulic report indicated the unstable river meander loops upstream from the structure. We feel the right bank fill area should be observed carefully the next few years for possible erosive damage and riprap placed if necessary.

6-23
Orig to Hart
cy AE Johnson

RECEIVED
JUN 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
MAY 8 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 5, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways
By
ORIGINAL SIGNED
Walter J. Hart
WALTER J. HART
Bridge Engineer

NOTED
A. E. JOHNSON

SUBJECT South Santiam (Sanderson) Bridge
Sanderson Bridge Section
Albany-Lyons Highway
Linn County

Enclosed are five prints of drawings 28204 and 27769 which are the preliminary plan and elevation and vicinity map for Sanderson Bridge. Also enclosed are five copies of the hydraulic report and foundation recommendation including drawings 26871 and 26872.

This structure carries two lanes of the Albany-Lyons Highway over the South Santiam River near Crabtree. Long spans are used to keep the waterway area as clear as reasonable. A post-tensioned concrete box girder provides spans of 170' - 210' - 170' in the middle reaches of the river with 140' and 130' - 130' - 130' precast prestressed bulb-tee spans at the ends. The west end fillllays just behind an existing concrete faced dike while at the east end a spur dike will be constructed to help direct the current and protect the bridge end fill.

Traffic will be carried on the existing structure during construction. The existing bridge will be removed as part of the contract. The foundation recommendation is for steel pile footings at all bents with concrete seals for the river bents.

The estimated cost, based on approximate quantities and including an allowance for engineering and contingencies, is $1,306,000. This is being submitted as a preliminary for your approval.

RECEIVED
MAY 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER

JEB:ag:dh
cc A. E. Johnson
L. H. Young
V. E. Skoog

RECEIVED
JUN 21
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

1.7790

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: June 20, 1972

In reply refer to: 10-35-FA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project BR-S-223(7)
Sanderson Bridge Section
Reassessment of Environmental Impact

After carefully reviewing the Reassessment of Environmental Impacts for the subject project as submitted with Mr. Schroeder's May 23, 1972 letter, as well as visiting the site and considering other related information, we concur that this project was developed in such a manner as to minimize adverse environmental consequences and no further action is required under PPM 90-1.

Roger
Hart
CC Hall
Boyd
Edit

NOTED
TOM EDWARDS

RECEIVED
JUN 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

6-22-72
Schroeder

NOTED
R. L. SCHROEDER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Prepared by

Oregon State Highway Division

Reassessment of Environmental Impacts

ADMINISTRATIVE ACTION

for

SANDERSON BRIDGE SECTION
ALBANY-LYONS HIGHWAY (FAS 220)
PROJECT S-223(-)
LINN COUNTY, OREGON

A proposal to construct 3.29 miles of the Albany-Lyons Highway on new alignment between Mill Creek and Brewster Road, bypassing the community of Crabtree to the south. A new structure across the South Santiam River will be constructed on this alignment.

THIS HIGHWAY IMPROVEMENT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT FOR THE IMPROVEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

SECTION 102(2)(C)
PUBLIC LAW 91-190

SANDERSON BRIDGE SECTION
ALBANY-LYONS HIGHWAY (FAS 220)
PROJECT S-223(-)
LINN COUNTY, OREGON

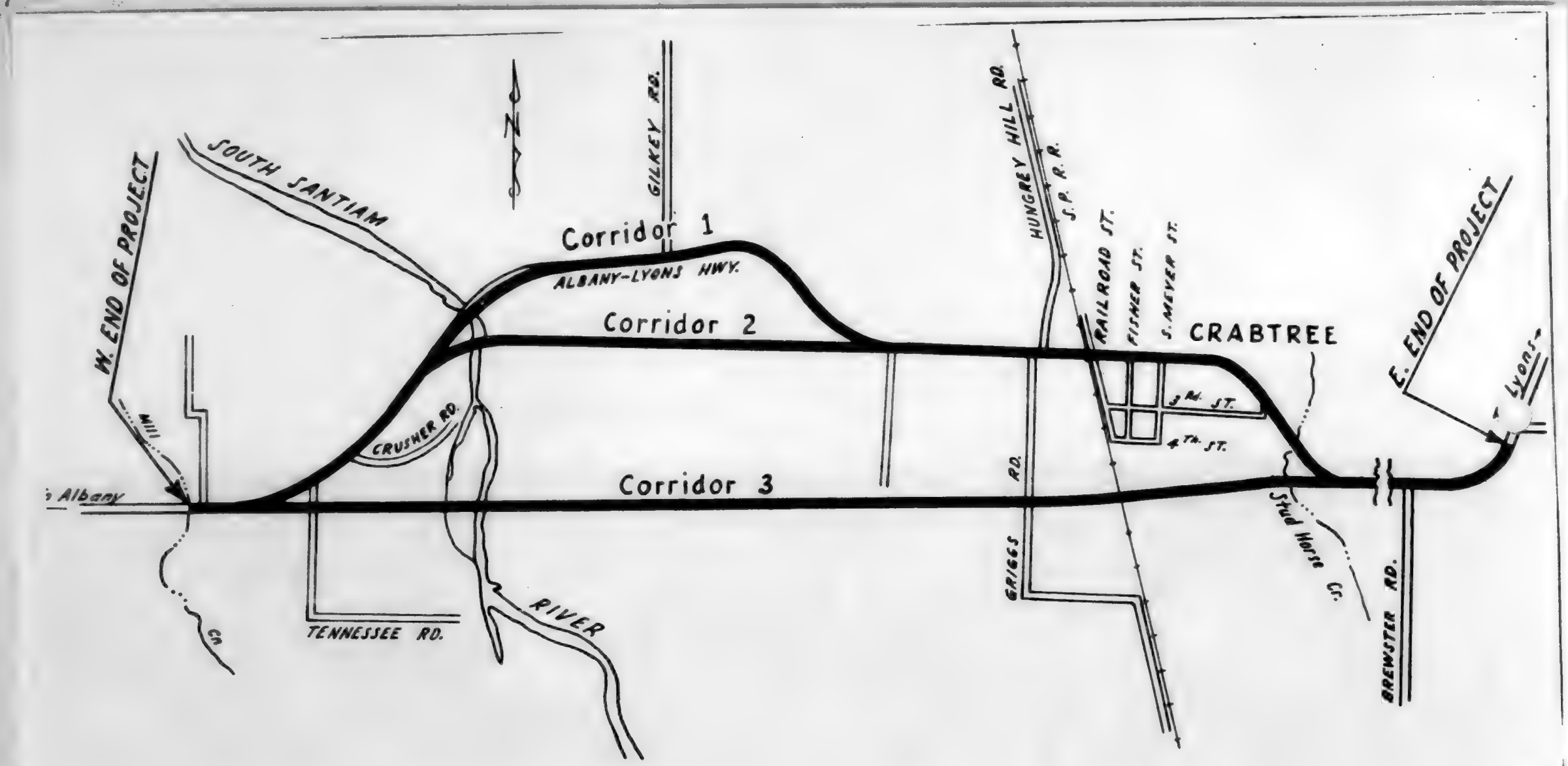
This project received design approval January 22, 1971 and in accordance with paragraph 5, subsections B and C of PPM 90-1, a reassessment of environmental impacts is presented.

The purpose of this document is to assess the environmental impacts of the proposed project, and to isolate those adverse impacts that are considered unavoidable in order to document the necessary steps taken to minimize them. The project history and purpose of the project are also presented including the status of development such as purchase of right-of-way, extent of relocation of individuals and businesses and those design features advanced to minimize adverse environmental impacts.

DESCRIPTION AND PURPOSE OF PROPOSAL

The Albany-Lyons Highway is a state secondary route serving several small communities lying between the routes of the North Santiam and Santiam Highways. It is tributary to the Albany-Corvallis population center and is a direct route from that part of the Willamette Valley to recreational features in the Detroit and Mt. Jefferson areas.

The purpose of this project is to replace the existing Sanderson Bridge across the South Santiam River approximately 1.5 miles west of the community of Crabtree with a new structure on a new alignment approximately 2,000 feet upstream from the present location.



OREGON STATE HIGHWAY DEPARTMENT

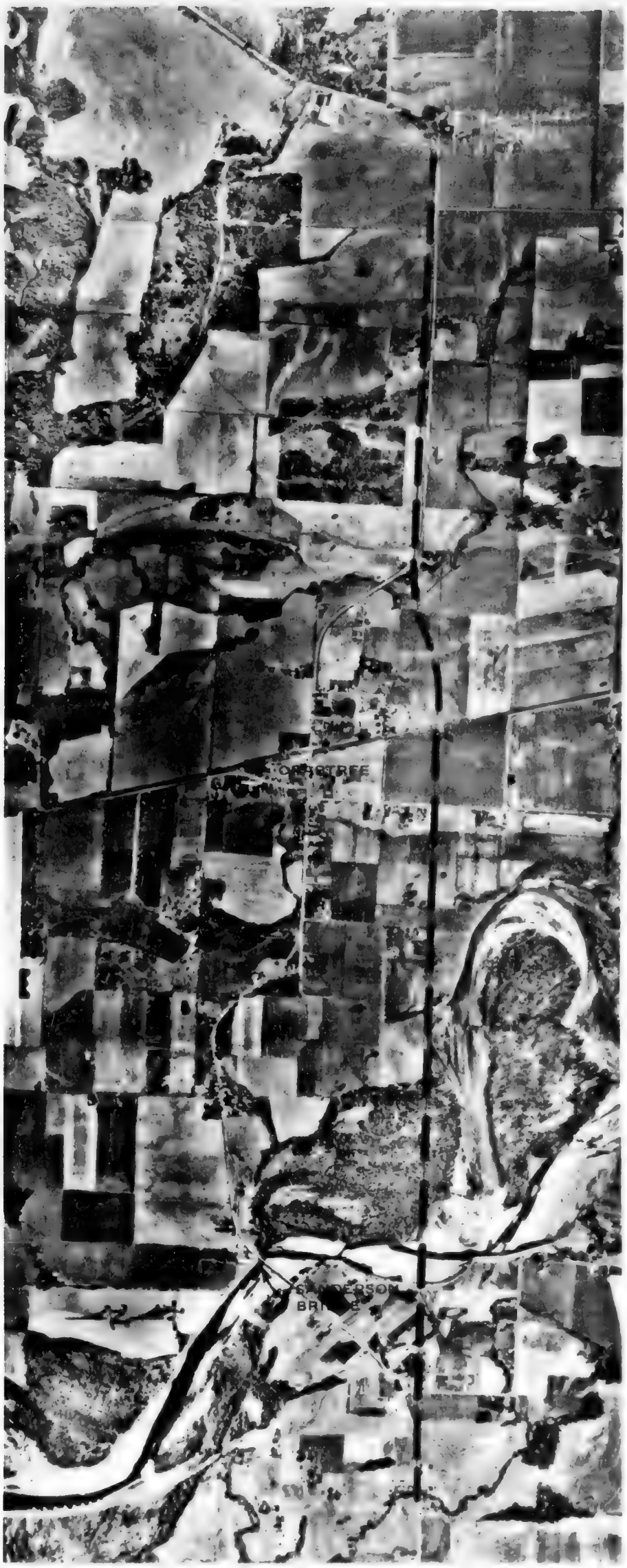
Sketch Map

SANDERSON BRIDGE SECTION

ALBANY - LYONS HIGHWAY

LINN COUNTY

May, 1972



REVISED LOCATION
ALBANY-LYONS HIGHWAY

This structure was constructed in 1910 at a crossing of the Santiam River at Jefferson, and was later moved to the present location in 1933. In addition to the bridges, restricted vertical and horizontal clearances requiring one-way traffic for trucks, the bridge has deteriorated physically to the point of being unsafe. Inspection of the structure has revealed deterioration of untreated wood stringers and decking, as well as structural deficiencies caused by damage to the pin-connected trusses.

The structure is functionally obsolete due to the limited horizontal clearance, and the restrictive load and speed limit required for heavy trucks. As a result, this bridge has been placed No. 2 on the state inventory of bridge replacement priorities, and replacement funds requested under Section 144, Chapter I of Title 23, U.S.C.

A public corridor hearing was held in the Community Hall at Crabtree, Oregon, on September 18, 1969, and three alternate corridors were presented for relocation and construction of a new structure and connecting roads.

Corridor 1 was essentially an improvement along the existing facility with the new structure located just upstream from the present one. The existing highway was to be improved from Mill Creek through Crabtree to the end of a curve just east of Brewster Road; a total distance of 3 2/3 miles.

Corridor 2 was to have the same termini, but would diverge from the existing highway approximately halfway between Crusher Road

and Sanderson Bridge. It would then cross the South Santiam River approximately 400 feet upstream from the present bridge and rejoin the corridor 1 alignment at a curve just west of Crabtree. This corridor would eliminate two curves. Total length of the corridor was 3 1/2 miles.

Corridor 3 has the same termini as the other corridors, but diverged from the existing facility at Mill Creek and extended in an easterly direction crossing the South Santiam River approximately 2,000 feet upstream from the present bridge, bypassed Crabtree to the south, and rejoined the corridor 1 alignment at the end of a curve just west of Brewster Road. Total length of this corridor is 3 1/4 miles and has 3 less curves than corridor 1.

The structure crossing the South Santiam River will be 1,080 feet long and is designed to a 50-year flood frequency clearance. The new highway grade will also be above the 50-year flood frequency high-water elevation. Fill material to construct this grade will be excavated from gravel bars in the river channel above the bridge site.

Approximately 65 people were present at the hearing in addition to the State Highway Division personnel. Of those, 13 individuals responded by verbal testimony, 9 individuals responded by comments on cards at the hearing, and 12 individuals responded by letter after the hearing.

A summation of testimony received as a result of the public hearing indicates that all people agreed to the need to have the outdated Sanderson Bridge replaced. There was a difference of opinion as to the corridor in which it was to be replaced.

The County Court, through the County Judge, testified as to their willingness to take over any roads the State might abandon in this proposal, and asked that consideration be given to improved connections to County roads. The County Court did not make a recommendation for the construction of any corridor, but indicated full cooperation of the County in construction of a facility in a selected corridor; however, they requested a connection to Gilkey Road.

Individuals presenting testimony in favor of corridor 1 indicated that there would be less disruption to farmlands, that there would be no out-of-direction travel for Gilkey Road residents going to Albany, and that it would not bypass Crabtree. (Nine individuals testified in favor of corridor 1.)

Testimony in favor of corridor 2 indicated that it would improve the alignment, would disrupt a small amount of farming, and would not bypass Crabtree. (Two individuals testified in favor of corridor 2.)

Testimony in favor of corridor 3 indicated that it would be desirable to bypass Crabtree, as there was not room for a wider road, traffic was impairing the efficiency of the fire department, and would be an increased hazard for school children and other pedestrians. It

was also indicated that the improved alignment with the possibility of a future separated grade railroad crossing would be a long-range benefit for the area. It was also indicated that corridor 3 would take more farmland out of production, but that the size and shapes of severed properties would provide for economic farming. (Eighteen individuals and the Crabtree Fire Department testified in favor of corridor 3.)

It is believed that the arguments and testimony, as presented, fully justified the selection of corridor 3 for improvement of this highway through this area.

A design public hearing was offered on March 23, 1970, and since there were no requests that it be held, the hearing was subsequently waived.

Typically, the proposed construction would be for two 12-foot travel lanes with 10-foot paved shoulders, maximum grade would be 2.5%, and the length of maximum grade would be 300 feet. There will be two 2-degree curves between Mill Creek and Brewster Road.

PROBABLE IMPACT OF PROJECT ON ENVIRONMENT

From the beginning of this project at Mill Creek to the point where the new alignment rejoins the existing highway west of Brewster Road, all new right-of-way will be required. From this point east to the end of the project, new right-of-way will be required on the northerly side of the existing highway. With the exception of the South Santiam River crossing with its tree and brush covered floodplain, remaining right-of-way will be from producing farmland and suburban residential properties.

A summary of all right-of-way requirements for the project indicates that portions of 22 properties will be involved, 6 farms will be severed, and approximately 55 acres of land will be required, one-half of which is producing farmland. In addition to the home mentioned above, other improvements required include 2 stables, 1 barn and other miscellaneous sheds. One shallow well, furnishing domestic water for a home will be within the right-of-way. Negotiations will be made on the basis of a water replacement source.

Bypassing the community of Crabtree will remove a major portion of the tourist and recreational traffic from the existing highway, which is the main thoroughfare of the community. The several small businesses are dependent upon local trade for their economic stability; however, the loss of tourist trade will affect the economy of the community as some goods and services offered for sale are oriented to attract tourist trade.

Average daily trips for all vehicles through the community of Crabtree was 2,300 vehicles for the year 1971.

Truck traffic accounts for 13% of the number of vehicles using this route and is composed largely of logging vehicles, farm-to-market trucks, and commercial haulers. Recreational traffic includes many vehicles with boat or camping trailer combinations.

Upon completion of the proposed project, the estimated ADT for the new facility is 2,100 vehicles, with a 200 ADT remaining on the existing highway through Crabtree.

When the facility becomes operational, traffic noise along the bypassed section of existing highway and in the community of Crabtree will be significantly reduced as traffic changes to the new facility. There will be a noise impact to the several residences that will be along the new alignment. However, the overall noise impact for the area will be improved as the new facility provides an improved alignment and grade, as well as eliminating the speed restricted zones in force on the existing bridge and through the community of Crabtree. Due to the low volume of traffic on this facility, existing or proposed air quality standards for automotive emissions will not be exceeded.

The possibility of tourist-oriented businesses reestablishing along the proposed alignment would be controlled by Linn County zone regulations. The area is zoned "Exclusive Agriculture", and a zone change would be required for a commercial enterprise to be established.

Typically, areas along the riverbanks and older meander channels enclosing lowlands subject to flooding are covered with a dense growth of brush, lowland hardwoods, and conifers. Clearing and grubbing will remove this growth within the right-of-way for a distance of approximately 2,000 feet along the new alignment east of the river crossing. This will be a significant visual impact for the road user and to a few local residents living east of the river. A flood control dike on the west riverbank will screen the visual impact of the cleared area from the west.

A new grade crossing of the Southern Pacific Railroad approximately 1,600 feet south of the crossing in Crabtree will be constructed. A separated grade crossing may be considered at some future date if traffic

growth indicates the necessity. The State Highway Division, in coordination with the Public Utilities Commission and Southern Pacific Railroad, will analyze the rail and automotive traffic at the crossing and establish the type of crossing safety signals to be installed.

Traffic mobility and safety, while under construction, will not be a problem as a major part of the project is new alignment and will not interfere with traffic. The balance of the project will be widening the existing highway and traffic can be maintained on the old highway until the new facility can be utilized in a stage construction process.

Construction of this project or right-of-way requirements will not affect any publicly owned land in a park, recreation area or wildlife and waterfowl refuge. There are no registered historical sites within the project area.

The upper reaches of the South Santiam River above Foster Reservoir have been studied for possible inclusion in the scenic waterways system. There are no plans or studies being made to include any section of the river below Foster Reservoir in this system. The proposed project is approximately 25 miles downstream from Foster Dam and will not be affected by the scenic waterways study.

Total value of lands and improvements that will be removed from the Linn County ad valorum tax rolls is approximately $110,000. Approximately 25 acres of farmland will be removed from productivity for the life of the project.

Outside of a 30-inch culvert pipe to be installed for drainage at the railroad crossing, no other drainage is provided for between the river bridge and Stud Horse Creek. The highway will form a dike across the farmland area, protecting farmland north of the facility from flooding and would confine the runoff to South Santiam River to Stud Horse Creek. However, completion of Foster and Green Peter Dams has provided a significant flood control potential for the area, consequently high water of any severe magnitude is not anticipated in this area.

The South Santiam River is an alluvial stream which has undergone extensive channel movement at the proposed crossing site during the past decade. The most severe movement occurred as the combined result of the December 1964 and January 1965 floods which produced a channel cutoff to an old meander. The natural high water channel, typical of most reaches of the river upstream and downstream from the new cutoff, has an average breadth of about 400 feet, while the channel in the cutoff has an average breadth of about 1,000 feet.

Within the cutoff there are several secondary channels separated by large gravel bars. These gravel bars originally were part of the surrounding floodplain and have since been scoured clean of topsoil. Since 1965, each flood has reshaped and added to these bars. Aggradation has occurred because of the enlarged channel cross-section which reduces flow velocities thus allowing the heavier suspended sediments to deposit. This aggradation will continue gradually each year until the river channel is confined to an area (smaller channel) in which flow velocities are high enough to retain the solids in suspension.

The location of this channel within the cutoff area was not readily definable after the 1965 flood. Inspection of aerial photographs of this cutoff, taken in recent years, indicates that the new channel will probably be formed on the east side of the cutoff. With the new channel located to the east of the gravel bars, these bars should continue to increase in size with the low water channels between them eventually being filled by gravels. The final result of the aggredation process will be a high water channel having a breadth of about 400 feet instead of the present 1,000 feet.

The channel upstream from the cutoff also is in a state of annual change. Comparison of aerial photographs taken on January 19, 1971 and December 17, 1971, show that this channel reach moved in an easterly direction about 100± feet during that 11-month period. The material eroded from this reach is one of the primary sources of gravel for buildup of the gravel bars downstream in the cutoff.

STEPS TAKEN TO MINIMIZE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

Construction of this proposed project will bypass the community of Crabtree and the removal of the existing bridge across the South Santiam River will eliminate present access via the existing highway from the west. The Crabtree area will have access to the new facility by the existing highway to the east, and by Cold Spring Road (Griggs Road) to the south.

All property and improvements required for right-of-way will be purchased on the basis of fair market value. At the present time, property owners have been interviewed by right-of-way personnel, but no offer has

been made to purchase any property. Replacement housing is scarce in the Crabtree area. Replacement housing is readily available at Lebanon or Albany, approximately 8 miles distant. However, the owner of the one house to be displaced had moved prior to the beginning of negotiations. Approval to negotiate for right-of-way through this property has been given and will begin immediately.

All severed property will be granted access to the highway with farm crossings where necessary. Conduits for irrigation sprinkler systems will be installed as a part of the project.

County road connections and crossings will be maintained at grade and tapered sections for deceleration will be provided for right turns off the highway. A left-turn refuge will also be provided at Brewster Road. Truck and bus stopping lanes will be constructed at the Southern Pacific Railroad crossing.

Excavation of gravel for fill material and surfacing aggregate from the South Santiam River will be in accordance with standards and specifications as set forth in the Removal-Fill Permit issued to the contractor by the Division of State Lands. This permit is granted after coordination with the State Fish and Game Commissions, and other interested agencies. In addition, water quality is assured by the enforcement of standard specifications, on all highway projects, which prohibit the release or loss of chemical or petroleum products into the water and require the contractor to conduct his operations in conformity to the applicable sections of ORS Chapter 449, laws thereof, and all regulations

of the State Sanitary Authority or other agencies of the Federal or State agencies, as well as ordinances or resolutions enacted or adopted by local authorities. These regulations further require that the contractor shall exercise every reasonable precaution throughout the life of the contract to prevent, control, and abate siltation, sedimentation, and pollution of all waters of the State (subsection 107.08).

Removal of gravel from the river for fill material and surfacing aggregate is not expected to have any long-term affect on the river channel. The continuing upstream meander will deposit gravel in the wide cutoff area until the buildup creates a stable channel.

On May 8, 1972, a meeting was held in the East Salem Highway Building to discuss the methods and ramifications of the State Highway Division's proposal to construct the Sanderson Bridge section of the Albany-Lyons Highway.

The following agencies were represented at the meeting:

Oregon State Highway Division
Oregon Fish Commission
Division of State Lands
Linn County Planning Commission
Linn County Parks and Recreation
Oregon State Soil and Water Conservation Commission
Oregon State Department of Environmental Quality

Recognizing that a recently developed fall run of chinook salmon spawn in South Santiam River below Foster Dam, the excavation of gravel from the river was a prime concern of the State Fish Commission and other related agencies. It was agreed that a method of scalping gravel bars down to water level or up to one foot below if necessary, would be acceptable as long as equipment worked within areas separated from the river

channels by dikes or berms to prevent any siltation or other construction refuse from entering the river. The courses of existing channels are not to be altered by construction procedures and all channel crossings will be on temporary bridges.

Construction of the proposed bridge was not discussed at any great length; however, the State Fish Commission representatives did state that any changes in channel course for construction purposes would not be approved.

Construction procedures entailed in construction of the South Santiam River Bridge will be governed by general specifications in force for all highway projects, which prohibit the release or loss of chemical or petroleum products into the water, and require the contractor to conduct his operations in conformity to the applicable sections of ORS Chapter 449, laws thereof, and all regulations of the State Sanitary Authority or other agencies of the Federal or State governments as well as ordinances or resolutions enacted or adopted by local authorities. These regulations further require that the contractor shall exercise every reasonable precaution throughout the life of the contract to prevent, control and abate siltation, sedimentation, and pollution of all waters of the State (subsection 107.08).

Air pollution during construction is controlled by subsection 107.08(1-b) of the standard specifications in force on all contracts.

> "(b) Air pollution control measures - the contractor shall exercise every reasonable precaution throughout the life of the contract to safeguard the air resources of the State by controlling or abating air pollution, as defined in ORS 449.760, in accord with the policy and purpose set forth in ORS 449.765 and 779.770. With particular reference to this subject, the contractor's attention is directed to subsections 107.02, 107.19, 107.20, 201.34, 203.42, 203.43 and 233.01 of these standard specifications."

In addition, a contractor will have to conform to the Department of Environmental Quality Specifications OAR Chapter 340, Division 2, subdivisions 1 and 3.

Construction of a spur dike on the easterly bank of the river extending upstream from the proposed structure will control erosion of the riverbank and protect the bridge abutment area during periods of peak runoff in the river. An existing dike along the westerly riverbank will not be disturbed.

All cut and fill slopes with suitable soils will be seeded and mulched for erosion control and to blend construction scars.

A contract for construction of the structure is tentatively scheduled for letting in July 1972, and a grading and paving contract is scheduled for letting in December 1972.

It is our conclusion that the development of this proposal has been conducted according to current standards and laws conceived to ensure environmental considerations, and that every step to minimize adverse effects has been exercised by the responsible officials.

5-22-72

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPEN-PL-2

13 June 1972

Mr. A. E. Johnson
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Johnson:

This is in response to your letter of 31 May 1972 regarding construction of a replacement for Sanderson Bridge across the South Santiam River in Linn County, Oregon. The proposed work will involve construction on our Sanderson Bridge revetment.

Construction of any structures on rights-of-way for revetments or levees constructed or improved by the United States must have a permit from the local sponsor of the project. That permit must then be approved by this office in accordance with the instructions outlined in the inclosed Information Circular. As indicated in that circular, 5 sets of prints showing the work proposed on the revetment right-of-way should be sent to the North Lebanon Water Control District for their review and approval. If approved, they will forward the prints to this office for our review. Mr. E. R. Liggett, Route 2, Lebanon, Oregon 97355, is President of the North Lebanon Water Control District.

We are returning the 3 copies each of 4 drawings of your proposed Sanderson Bridge replacement project sent to us for our review. Should you desire further information, please feel free to contact this office.

Sincerely yours,

D. H. BASGEN
Chief, Engineering Division

RECEIVED
JUN 16 1972
BRIDGE DIVISION

2 Incl
1. Information Circular
2. Drawings (sep cover) Rec'd 6-16-72 jw

Copy furnished:
E. R. Liggett

RECEIVED
JUN 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

INFORMATION CIRCULAR

APPLICATIONS FOR AUTHORITY TO EXECUTE WORK OR ERECT STRUCTURES IN OR ON THE LEVEES OF THE DRAINAGE AND DIKING DISTRICTS IMPROVED UNDER THE 1936 FLOOD CONTROL ACT

1. The purpose of this circular is to furnish information for the assistance of parties applying for authority to execute placing of any structure, performing any revisions, or conducting any work within the established limits of a diking or drainage district levee right-of-way.

2. The Congress of the United States has recognized the problem of flood control as a Federal responsibility since 1936. Local interests are required to operate and maintain completed flood control projects constructed pursuant to Section 3 of the Act of Congress approved June 22, 1936, as amended and supplemented. (41 Stat. 1571; 50 Stat. 877; and 55 Stat. 638; 33 U.S.C. 701c and 701c-1.) Certain regulations pertaining to maintenance and operation of flood control works were promulgated in Title 33 Code of Federal Regulations, Chapter 2, Part 208, Section 208.10.

3. Section 208.10(5) prohibits any improvement, excavation, construction, or alteration within the limits of project rights-of-way without prior determination by the District Engineer of the Corps of Engineers that such improvement, excavation, construction, or alteration will not adversely affect the functioning of the protective facilities.

4. Therefore, any person or agency desiring to execute work or erect structures in or on the levees of any drainage or diking district right-of-way improved under the 1936 Flood Control Act will observe and conform strictly to the following procedure:

a. Application will be made in writing to the drainage or diking district officials for a letter of permission. The application will set forth in adequate detail the nature and purpose of the proposed work and will be accompanied by five sets of plans of the contemplated work. It is necessary in important cases that the plans be drawn and certified by a registered professional engineer of the state in which the work is to be performed. The plans submitted shall include a cross-sectional view through the structure showing the levee at the site of the proposed work and extending from low water on the outside to not less than 100 feet inside of the interior right-of-way line, or the extremity of the work, whichever is the farther. The plans shall indicate elevations of low water, top of levee, and pertinent elevations of the proposed work based on mean sea level datum. The proposed work shown on the plans shall be located from and referenced to well-established points or levee survey

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BRIDGE DIVISION

lines and stationing shown on Corps of Engineers' maps of the affected district so that exact locations may be determined. The above-referenced maps may be viewed without charge at the office of the District Engineer, Corps of Engineers, 2850 S. E. 82nd Street, Portland, Oregon.

b. The proposed structures as indicated by the plans and letter of application will be reviewed by the local drainage or diking district officials for approval. Said diking or drainage district officials should request any alterations or revisions considered necessary in the plans before they approve the same.

c. Upon approval of the plans for the proposed work by the diking or drainage district officials, they will be forwarded to the office of the District Engineer, Corps of Engineers, 2850 S. E. 82nd Street, Portland, Oregon (mailing address - P. O. Box 2946, Portland, Oregon 97208), for his review and approval. The plans and application will then be examined by him in order to determine that the proposed structures are adequate, desirable, and permissible in order that the integrity of the levee shall not be unduly endangered or the levee section encroached upon to the extent that it will result in an inherently dangerous flood hazard. If the plans submitted do not conform to these requirements, they will be returned to the applicant through the diking or drainage district officials in order that necessary revisions may be made, after which the plans may be resubmitted.

d. Upon approval by the District Engineer of the Corps of Engineers and the local diking or drainage district, the plans will be so marked and signed. Three copies of the approved plans will be retained in the District Office of the Corps of Engineers and two copies will be returned to the drainage or diking district officials. The drainage or diking district officials will retain one copy of the approved plans and return one set to the applicant with a letter of approval permitting execution of the work in the manner indicated.

5. It is expected that any work performed by any person or agency under a letter of permission will conform rigidly to standard engineering practices and to specifications of the Corps of Engineers, if so indicated, particularly in the replacement of levee material or revetments disturbed during the course of the work. The letter of permission may in this regard require the presence of and supervision by a Government inspector to be provided by the Corps of Engineers.

6. The person or agency performing the work will be required to clean up the site of the work, redress the levee section, and seed the areas of new work to conform as nearly as possible to the conditions existing at the site prior to initiation of the work.

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7. The information contained in this circular shall be in effect from the date of issue unless modified or rescinded.

Dated this 26th day of June 1970.

PAUL D. TRIEM
Colonel, Corps of Engineers
District Engineer

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JUN 20 1972
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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

June 20, 1972

To: Mr. J. B. Boyd
Region 2 Engineer
East Salem Hwy. Bldg.

SUBJECT: Sanderson Bridge Section
Albany-Lyons Hwy. No. 211
Linn County

An agreement has been reached with Linn County regarding Sanderson Bridge Section scheduled for replacement on a July 27 bid opening at an estimated cost of $1,485,000. The grading and paving portion is scheduled for the December 28, 1972 bid opening at a cost of approximately $1,570,000. The agreement covers the entire project.

Please note under Item 6, State obligations, six various matters requested by County to be completed prior to their assumption of the existing highway. At the request of the Administration, please review these six items immediately with an estimate of cost including the cost of maintenance on this section of highway for the past 10 to 15 years.

Your earliest attention is requested on this matter and reply to this office in anticipation that this matter may be before the Highway Commission at their June 27 Commission meeting.

H. S. Cox
County and City Engineer

By D. N. Harwell

D. N. Harwell
Assistant Engineer

DNH:ljt
Att.

cc: E. S. Hunter
R. L. Schroeder

RECEIVED
JUN 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

BP 52475-734

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JUN 19 1972
FOR FILING

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

7790

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

June 7, 1972

cc's sent 6/9/72:

E. S. Hunter
L. H. Young
W. J. Hart (5)
C. G. Swenson
W. H. Teabeau
F. E. Terpin (5)
W. E. Schwartz (2)
L. W. Rulien (4)
J. B. Boyd (6)

Mr. George M. Bladwin
Administrator of Highways
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

We are replying to your letter of May 31, 1972, in which you requested our comments on five projects to be let July 27, 1972.

At this time we can comment on four of the projects as follows:

1. Clear Creek Bridge Section
   Woodburn-Estacada Highway
   Clackamas County

2. Sanderson Bridge Section
   Albany-Lyons Highway
   Linn County

3. Blind Slough (Barendse Rd.) Bridge Section
   FAS 757
   Clatsop County

4. Bully Creek (Greenfield Rd.) Bridge Section
   FAS 23-107
   Malheur County

NOTED
E. S. HUNTER

On the clear Creek Bridge Section and the Sanderson Bridge Section, we have submitted stipulations through the material removal permits, and this should suffice for protection of fish life.

Regarding Blind Slough Bridge (FAS 757), we submitted recommendations via a letter on January 17, 1972, asking that construction in and adjacent to the water be confined to a period from June 1 to September 1 in the interests of both fish life and the angling public.

On Bully Creek Bridge Section (FAS 23-107), we do not anticipate any wildlife resource problems.

We will reply as soon as possible on Fern Rock Creek-South Fork Gales Creek Section, after our district biologist has reviewed the plan.

Thank you for the opportunity to comment.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. FCO

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JUN 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

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UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

June 6, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

Re: Preliminary Right of Way Map,
Encroachment Map and PUC Map
Sanderson Bridge Section
Albany-Lyons Highway
Linn County
Your File: 323-3

ATTENTION: Mr. E. A. Kendrew

NOTED
F. B. KLABOE

Gentlemen:

In your letter dated August 15, 1969, you requested information relative to the above captioned project. You will find enclosed two prints each of the following information:

1. Right of Way Map, dated May 31, 1972, Drawing No. 9B-10-1
2. Encroachment Map, Drawing No. 9B-10-3, dated May, 1972
3. PUC Map, Drawing No. 9B-3-18, revised May, 1972

The construction of this highway will require a crossing of your Woodburn-Springfield branch south of Crabtree. The crossing proposed will be at grade as shown on the enclosed information. It will constitute a new crossing of your tracks since it will not be practical to close any other grade crossing in the vicinity. We propose truck and bus stop lanes at the new grade crossing and that it be protected by PUC Standard No. 2B flashing light signals supplemented with PUC Standard No. 4 crossing gates, The installation of crossing protection, hardwood plank crossing, the adjustment of signal and communication lines and railroad protective work must be done by your forces. You will be reimbursed for all costs you incur as a result of this project, in accordance with PPM 30-3 and supplements thereto.

This project is to be constructed in two contracts. One will be for the bridge over the South Santiam River and bids for this will be received on July 27, 1972. The remainder of the construction will be contained in the contract to be let on December 28, 1972 and will include the road work for construction of the grade crossing of your tracks.

We will make application to the Public Utility Commissioner for this grade crossing in the near future. Please supply us with the train movements and speed of trains through this area so this information may be included in our PUC application.

Additional information will be transmitted to you as it becomes available.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: Southern Pacific Transportation Company
San Francisco w/attachments

L. V. Topaz - PUC w/Drawing No. 9B-3-18

F. B. Klahoe
F. L. Hall
J. B. Boyd
J. W. Valentine

RECEIVED
JUN 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 13 1972

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

7290

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
EDW. G. HUFFSCHMIDT
Vice Chairman
McKEE A. SMITH
Member

June 6, 1972

cc: E. S. Hunter
L. H. Young
W. J. Hart (4)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (4)
L. W. Rulien (4)
J. B. Boyd (6)

Mr. George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

Attention Frank Hall

Dear Mr. Baldwin:

The following proposed projects transmitted to us by your letter dated May 31, 1972 have been examined.

1. Clear Creek Bridge
2. Sanderson Bridge
3. Blind Slough Bridge

NOTED
E. S. HUNTER

The above three proposals are located on streams which require fish passage during construction. Also, we are concerned that water quality standards be maintained in these streams.

Our comments regarding item 4, Fern Rock Creek will be forthcoming pending review by our area biologist.

RECEIVED
JUN 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

RECEIVED
JUN 8 1972
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
Return To
Bring Up ___/___/___
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RECEIVED
JUN 1 - 72
FOR FILING
7790

May 31, 1972

U.S. Army Corps of Engineers
Portland District
P. O. Box 2946
Portland, OR 97208

Attention D. H. Basgen, Chief,
Engineering Division

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
Frank Hall
J. B. Boyd (enc.)
T. W. Litchfield (enc.)

Gentlemen:

Sanderson Bridge

Pursuant to Regulation 208.10 (a) 5, Title 33, Navigation and Navigable Waters, I enclose three copies each of four drawings relative to our proposed Sanderson Bridge replacement project on the South Santiam River in Linn County, Oregon. These drawings include Sheets 1, 2 and 4 showing the location and general project layout, as well as one sheet showing the bridge plan and elevation.

As indicated by the drawings, the west end of the structure passes over a dike and meets the roadway fill on the back side of the dike. It is our understanding that this dike is associated with the north Lebanon Water Control District and is under your jurisdiction.

Your approval of the project in the vicinity of the existing dike is hereby requested. This project is scheduled for a July 27, 1972 letting and your prompt attention to this matter will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

Enc.

RWE:ag ja

RECEIVED
MAY 19 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

7790

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 19, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Special Bridge Replacement Program**
Sanderson Bridge Section (Linn Co.)
Project BR-S-223(6)

We are submitting program data for one Secondary Special Bridge Replacement Project, Item 1093, Project BR-S-223(6), "Sanderson Bridge Section", which we desire to have included in the Special Bridge Replacement Program as established by Section 144 of Title 23, U.S.C. and in accordance with Mr. Maloney's Memorandum of April 27, 1972.

We hereby request your authorization to proceed with all phases of preliminary engineering.

Enclosed are copies of State and District 4 Clearinghouse reviews dated February 10, 1971 and February 2, 1971, respectively.

This project has been selected by the Highway Division and local authorities in cooperation with each other as required by the Federal-aid Act.

RNC:bb

Enclosures

RECEIVED
FEB 12 1971
PROGRAM & PLANNING
DIVISION

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
Director

February 10, 1971

Mr. R. L. Porter
State Highway Engineer
Department of Transportation
129 Highway Building
Salem, Oregon 97310

Re: Sanderson Bridge Section (Linn Co.)
Clearinghouse #71.0014

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by OMB Bulletin A-95.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval. The Oregon State Game Commission calls attention to the following:

> "The South Santiam contains important runs of anadromous fish as well as resident species. Passage must be maintained and water quality should be kept at highest possible level. Strict control against any pollution during construction must be exercised."

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

cc: BEN GIFFORD [-16-71
R. E. Simpson, FHWA
F. L. Hall
O. H. Moehring
H. S. Cox
B. L. Gifford
R. N. Chase
H. C. Johnson
R. D. Asburry

NOTED
R N CHASE

RECEIVED
FEB 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

2-12-71 REFERRED TO

By Asst. State Hwy. Engr.

NOTED
R. W. ELLISON

NOTED
TOM EDWARDS

oregon district 4 Council of Governments

360 S.W. Avery Avenue
Corvallis, Oregon 97330
(503) 753-2624

February 2, 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

The Linn-Benton Sub-District of the Oregon District 4 Council of Governments has completed a review of your agency's Notice of Intent to apply for federal funds to reconstruct a section of the Albany-Lyons Highway. The Sub-District at a regular meeting held on January 21, 1971, determined that the project is compatible with area-wide planning and approved the proposed project.

The Executive Board of the Oregon District 4 Council of Governments at a meeting held on January 28, 1971, concurred with the action taken by the Linn-Benton Sub-District.

We recommend favorable action by any agency processing your application.

SANDERSON BRIDGE
BEN GIFFORD cc: 2-5-71
R. E. Simpson
~~F. B. Klaboe~~
F. L. Hall
D. H. Moehring
R. N. Chase
H. S. Cox
B. L. Gifford
H. C. Johnson
R. D. Asburry

Sincerely yours,

William R. Hagman

William R. Hagman
Executive Director

WRH:mlc

2-4-71

NOTED
R. N. CHASE

RECEIVED
FEB 3
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. W. ELLISON

NOTED
F. B. KLABOE

RECEIVED
FEB 4 1971
PROGRAM & PLANNING
DIVISION

Ellison
Gifford

LINCOLN SUB-DISTRICT
Lincoln County
Lincoln City
Newport
Toledo

LINN-BENTON SUB-DISTRICT
Benton County
Corvallis
Linn County
Sweet Home
Lebanon
Albany

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

5-19-72

FEDERAL-AID PR

(PPM 21

| CARD | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

19-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		2,150	3,425 (66)	92 (70)(71)(72)	10	Oregon	35 (2)(3)	115 (4)(9)	1093 (14)(18)

	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(78)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7 18	SEQ. NO.	I Projects Only POST MI. (24)(26)	DESIG. 27
(68)						BR-S-	223	(6)		

	COUNTY NAME	CODE (14)(16)	PROGRAM STAGE
ement	Linn	043	

ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)	U.S. (41)	PROGRAM STAGE 1 OR 2
S	220	211		X 1 OR X 2

	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
W	0.21	10,000	7,500	2,500		Stage 2: P.E., all phases, const. one prestressed post-tensioned concrete box girder (hwy.-water) bridge, length 1,080', HC 44'; rip-rap to protect piers; embankment at abut-ments.
ec.	0.21	90,000 1,400,000	(67,500) 1,050,000	(22,500) 350,000		Stage 1: Demolition of old bridge. ROW-100' min.; Access Control-partial; Park Restrictions-none.
T S	0.21	1,500,000	1,057,500	352,500		

(16) (23)(24) (33) REMARKS

-OVER-

USCOMM DUSCOMM-DC 48905-P61

SANDERSON BRIDGE SECTION
PROJECT BR-S-223(6)

Existing Facility: Present route: 20' AC pavement with 3' shoulders. One 775' thru truss bridge over S. Santiam River with HC of 18'-11" and VC 14'-10". This to be removed when the roadway and structure on the new alignment have been completed.

Adjacent Sections: Location only.

Project Data: The Stage 2 work consists of preliminary engineering all phases; construction of one prestressed, posttensioned concrete box girder bridge, length 1,080', HC 44', to provide two 12' lanes with 10' shoulders. Included as incidental work, necessary to the structure, is the construction of approximately 150' of roadway embankment fill at each abutment and the placing of riprap to form a spur dike, as end pier protection, at the east end of structure.

The Stage 1 work consists of the demolition of the existing structure which is being replaced. The Stage 2 P.E. includes that P.E. necessary for the demolition work.

Information for PR-37:

Stage 2		Total Cost	Fed. Funds
P.E.	FY 1972	$ 10,000	$ 7,500
Construction	FY 1972	1,400,000	1,050,000
Stage 1			
Demolition	FY 1973	90,000	(67,500)
	Total Cost	$1,500,000	

Public Hearings:
Opportunity to r
on March 26, 197

Location Approva
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Design Approval:
of the Secondary

System Action, A
and Recreation A

State Clearingho

District 4 Clear

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structure.

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Fed. Funds

$ 7,500
1,050,000

(67,500)

Public Hearings: Corridor hearing held September 18, 1969. Opportunity to request design hearing was offered in news media on March 26, 1970 and April 2, 1970. No requests received.

Location Approval: Granted December 19, 1969 under the provisions of the Secondary Road Plan.

Design Approval: Granted January 22, 1971 under the provisions of the Secondary Road Plan.

System Action, Airports, Railroads, Water Development, Historical and Recreation Areas: None involved.

State Clearinghouse: Project approved February 10, 1971.

District 4 Clearinghouse: Project approved February 2, 1971.

Environmental Statement: Location approval was granted prior to January 1, 1970; however, design approval was granted subsequent to January 1, 1970, but prior to February 1, 1971 and therefore a written reassessment in accordance with paragraph 5c of PPM 90-1 is being submitted as a separate action.

RECEIVED
MAY 17 1972
FOR FILE

Form FHWA-121 (12-

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Hwys
Salem, Oregon

DATE: May 5, 1972

In reply refer to: 10-35.1/407.4

7790

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-223(-), Sanderson Bridge
(Bridge Replacement Program)

Enclosed is a copy of Associate Administrator Maloney's memorandum of April 27 approving the Sanderson Bridge (No. 1771) on State Highway 226 over the Santiam River as part of the Bridge Replacement Program. Please submit program documents. Funds will be made available upon approval of the program.

Your memorandum of April 28, signed by Mr. E. S. Hunter, has been considered in connection with this approval.

Enclosure
Memo, 4-27-72, Assoc Admin to Regional Admin

Simpson:nig

RECEIVED
MAY 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

ltr
5-10-72

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN.

GPO 917-344

Mr. Ralph M. Phillips
Regional Federal Highway Administrator
Portland, Oregon

APR 27 1972

EN-33

M. F. Maloney
Associate Administrator for
Engineering and Traffic Operations, Washington, D.C.

M. F. Maloney

Special Bridge Replacement Program

We have reviewed the request from the State of Oregon for Federal funds to replace various bridges on the Federal-aid system in accordance with the provisions set forth in Section 144, Chapter I, of Title 23, U.S. Code.

We have considered the State's interim priority list submitted in response to FHWA Notice dated March 25, 1971, along with the priority lists submitted by the other States and have selected the Sanderson Bridge (No. 1771) on S.H. 226 over the Santiam River to be included in the Bridge Replacement Program. This bridge, as submitted, is now the State's highest priority and, in addition to its general compliance with the replacement criteria contained in the reference legislative authority, the structure is considered to be a public hazard that warrants a high national priority for replacement.

Mtg. Agr. showed to be dated March 25, '71

The State should be advised of this selection and requested to submit all necessary program documents, in accordance with PPM 21-1.

These programs should be forwarded to the Design and Inspection Branch of the Washington office Bridge Division, EN-33, for review, approval and allotment of funds. The following program phases should be included in this program submission:

Remaining Preliminary Engineering	(FY 1972)
Construction	(FY 1972)
Demolition	(FY 1973)

The Federal share payable for the replacement of this structure may not exceed 75 percent of the cost of the project and should be programmed under Appropriation Code 115. If construction of approaches to the bridge beyond that needed to render the structure serviceable is required, it will be necessary that such construction be performed concurrently with funding from other sources, perhaps including other Federal-aid programs, should the State so request.

-more-

All projects involving the use of Bridge Replacement funds shall be located on one of the Federal-aid systems. They shall be designated by the prefix letters BRF, BRS or BRM as appropriate for the Federal-aid primary, secondary, or urban system respectively. Projects on the Federal-aid secondary system shall not be performed under the Secondary Road Plan.

In order to conform with existing accounting procedures and recordkeeping of improvements to the State highway systems, projects should be numbered to conform to the system established for Federal-aid projects. Projects should be numbered by routes and section or other established Federal-aid numbers for the particular section of route and with the next available agreement number in the series.

Plans and project documents in an approved program for Bridge Replacement shall meet comparable standards as defined in Section 120(f) of Title 23, U.S.C., and be prepared with the same amount of detail as is required for other Federal-aid projects.

Until such time as a Policy and Procedure Memorandum is issued by the Administrator governing the Bridge Replacement Program, all approved projects will be processed in accordance with established Federal-aid primary procedures for bridge projects.

Funds authorized for this project are not to be charged against the State's current obligation limitations but will be charged against the headquarters reserve for projects in special categories as outlined in IM 30-6-71 and IM 30-1-72.

REGION 10
HIGHWAYS
RECEIVED

RECEIVED
MAY 4 - 1972
FOR FILING
7790

cc: Tom Edwards
F. B. Klaboe
L. P. Shaw
A. E. Johnson
E. S. Hunter
R. L. Schroeder
D. H. Moehring
L. H. Young
W. J. Hart
J. B. Boyd

MEMO TO FILES

May 2, 1972

Re: Sanderson Bridge, Hwy. 211
& Gilkey Rd. Connection, FAS 763
Linn County

Monday, May 1, 1972, Jerry Wimer, Don Harwell, and the writer met with the entire Linn County Board of Commissioners to advise them of the latest State plans on replacement of the Sanderson Bridge.

The Commissioners were advised that monies for construction of this bridge are now available and it is the intent of the State to open bids for the bridge June 29, 1972. The new bridge would be built on Corridor #3 with the grading contract to be let at a later date. As the hearing for this corridor was held September 18, 1969, this early date for the bridge contract is possible.

The Commissioners were also advised that the State could not participate in the Gilkey Road Connection costs other than normal FAS-C participation of 20%. After some discussion it was agreed that extension of Gilkey Road (FAS Route #763) could proceed easterly on the present Albany-Lyons Hwy. to Griggs Road (which is a county road with a 60' right-of-way) and southerly on Griggs Road to a new connection with Corridor #3, southerly of Crabtree. Extension of FAS Route #763 should possibly be delayed until construction in this area is complete and local changes can be observed.

It was also noted that the present bridge over the S. Santiam River will be removed, thus severing the present Albany-Lyons Hwy. County Engineer Dick Dalke later asked how much of the old highway the County would be expected to accept as a county road. The answer given was "all bypassed portions of the present highway."

Commissioner Mullen asked if it would be possible for the State and County to cooperate together in acquiring some additional land in this area to be used as a sanitary land fill. Their thoughts are that since properties are severed, it might be possible for the County to obtain severed portions for land fill purposes. The Commissioners were told that our Right-of-Way Section would be advised of this request and possibly some mutually agreeable course of action might be worked out. D.E.Q. has a rule that sanitary land fills cannot be closer than ¼ mile to a residence.

All of the Commissioners are anxious to see this bridge construction started as soon as possible, and pledged full support for the entire project. They were advised that the next step would possibly be a State-County agreement.

NOTED
R. L. SCHROEDER

H. S. Cox
County and City Engineer

RECEIVED
MAY 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

HSC:ljt

RECEIVED
MAY 1 - 1972
FOR FILING

7290

April 28, 1972

To Oregon State Highway Commission

From Tom Edwards
State Highway Engineer

Subject Sanderson Bridge Section
Albany-Lyons Highway

The Federal Highway Administration has advised us that we are eligible to receive approximately $1.1 million additional bridge replacement funds which are 75 percent federal funds and come to us as a result of other states not being able to use them. With state matching funds, this would provide $1.5 million for the bridge replacement program.

Our first priority for the use of these funds is the Sanderson Bridge Section on the Albany-Lyons Highway near Crabtree. The project consists of a structure across the Santiam River and 3.0 miles of grading and paving leading to the structure. In addition to the $1.5 million covering the bridge work, we will have to use approximately $1.6 million federal-aid secondary funds to complete the entire project.

On April 27, Chairman Jackson verbally approved placing this project on Program XII and proceeding with the necessary steps leading to award of the contract as early as possible. The matter will be on the agenda for confirmation at the May 16 meeting.

FBK:ia

bc Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
D. H. Moehring
J. B. Boyd
W. J. Hart
L. H. Young
C. T. Keasey
H. S. Cox
V. D. Wolfe
Gary Ross
Gary Sund

RECEIVED
MAY 1 - 1972
FOR FILING

7790

DATE April 28, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

By
E. S. Hunter
Asst. State Highway Engineer

SUBJECT Sandersen Bridge
Special Bridge Replacement Program

Further information is hereby submitted regarding the subject bridge which was our number 2 priority as listed in our application for the Special Bridge Replacement Program, dated June 25, 1971.

The bridge as now being designed is 1,075 feet in length with an estimated cost of $1,500,000, Federal Funds $1,125,000.

An updated Phase II Relocation plan dated April 27, 1972 is attached, which states that the two home occupants within the right of way needed for the road approaches can be relocated satisfactorily with a lead time of eight months. The lead time required for the bridge access and right of entry for the bridge site is only two months.

The access to the bridge site is planned by use of a road along a dyke on the east side of the river which will require a construction easement. The required right of way for the bridge contract can be secured in the two-month lead time mentioned above.

A contract for the grading and paving of the approaches to the bridge, a total length of 3.29 miles, will follow the bridge contract so that the completion dates of both the approach road contract and the bridge contract are approximately the same.

DAR:jb
cc: F. B. Klaboe
J. B. Boyd
R. N. Chase
D. H. Moehring
Victor D. Wolfe

SANDERSON BRIDGE SECTION

Albany-Lyons Highway

Linn County

April 27, 1972

Updating the following liaison studies.

Phase II Relocation

The proposed project, corridor #3, is approximately 3.29 miles in length and will require purchases from 26 ownerships, totalling 55 to 60 acres, for Right of Way. Two homes, two horse stables, one barn, and 4 or 5 sheds of various types are improvements in the taking areas.

The first home, Station 55+00, will likely be vacant if our program proceeds at this time. It is owned by a widow who is moving the Poulsbo, Washington to be near her son. She presently has the property listed with a realtor.

The second home, Station 11+00 of the Gilkey Road connecting road, is occupied by the owner, his wife, and two boys age 10 and 14 years. It is an older house 60 to 70 years old, but has been partially modernized. In discussing relocation with Mrs. Gerrig, I found that they are not decided how they might relocate.

Replacement housing is very limited in the immediate area but relocation can be accomplished by one of at least 4 possibilities. (1) Moving the present home to the homesite on the remainder, or a near by homesite. (2) Building a new home on the remainder's homesite, or a near by homesite. (3) Purchasing replacement housing in Lebanon, about 8 miles from the present location. (4) Purchasing a mobile home for the remainder's homesite.

Two realtors in Lebanon had a total of 7 suitable offerings in the vicinity of Lebanon. (Another 6 or 8 realtors are in Lebanon with other offerings).

Two developers were also contacted. They can build an adequate (3 bedroom) home for $16,500 and $17,000 on any homesite furnished. Homesite, as required by zoning, is 1 acre and priced for about $2,500. This would furnish a replacement home for $19,000 or $19,500.

Suitable mobile homes are readily available.

Rentals are non-existence in Crab Tree but a limited number are offered in Lebanon regularly.

Other Projects No private or governmental projects are presently in the area which require relocation.

Social No churches, clubs, lodges, or schools are affected by this project.

Economical Of the approximate 56 acres required for right of way, approximately half is producing farm ground. Although this alignment severs 6 productive fields, the farming involved is not seriously affected by size and shape of the fields. Farming in this area consists of mint production, row crops, and grass seed. The remainders will still be economical units.

Invironmental A minimal amount of beautification will be involved. Some landscaped yard areas will be involved but should be easily replaced by new plantings. A small amount of rough (not marketable) timber will be taken but the remaining timber will provide an attractive wayside.

Lead Time Time required to purchase this project and relocate displacees is estimated to be eight months.

W. K. Charlesworth

W. K. CHARLESWORTH
Right of Way Liaison Agent

APR 27 1972

FOR FILING

177790

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 27, 1972

TO E. S. Hunter
R. L. Schroeder
D. H. Moehring
A. E. Johnson
J. B. Boyd

FROM F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Sanderson Bridge Project

Chairman Jackson approved addition of the Sanderson Bridge project to Program XII this date. Funds added to Program XII in the approximate amount of $1.6 million would be in addition to expected Bridge Replacement Funds of approximately $1.1 million plus State matching funds of $0.4 million, for a total project cost of $3.1 million.

In order to receive the Bridge Replacement Funds, we must present a letter to Mr. Simpson guaranteeing that:

1. The two families involved on the route can be adequately relocated into DSS housing,

2. we can provide the bridge contractor access to the bridge site, and

3. we will follow the bridge contract with a grading and paving contract so that the completion dates of both contracts are approximately the same.

Mr. Moehring will provide information to Mr. Hunter concerning the housing problem. Mr. Hunter should then forward a letter on Friday (April 28) to Mr. Simpson guaranteeing the three stipulations enumerated above.

Mr. Johnson should proceed posthaste in working up the contract for the bridge work, and Mr. Hunter should provide Mr. Moehring with descriptions covering the entire route so that the acquisition program can proceed immediately.

FBK:ia

cc George M. Baldwin
Tom Edwards
Walt Hart
L. H. Young
C. T. Keasey

RECEIVED
FOR FILING
FORM E-30 (REV. 10-69)

1190

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16, 1972

SUBJECT: Status Report
Five Critical Bridges

To:
E. S. Hunter
Asst. State Highway Engineer

B u i l d i n g

The special inspection procedure has been implemented and repairs are underway or completed on all of the critical bridges. The detailed status is as follows:

Sanderson Bridge, No. 1771, Highway 21
The truss has been repaired and the diagonal members in the 131' truss have been strengthened. Some decayed timber has been replaced, and the additional decay will be handled on a priority basis in Region 2.

Robertson Bridge, No. 1592, Highway 260
Added members have been placed on the timber trestle approach spans and the steel strengthening and repair work necessary on the truss spans is underway. Expected completion is April 1.

Coquille River Bridge, No. 598, Highway 244
All repair work has been completed. A special restriction on overloads will be implemented on this structure.

Harrisburg (Willamette River) Bridge, No. 583, Highway 58
Collision damage on the truss has been repaired and timber stringers added on the approach spans. As on the Sanderson Bridge, the decayed deck will be removed in line with other priority repair work in the region. A special restriction on overloads will be implemented on this structure.

Adrian Bridge No. 4412, Highway 452
Repairs to the damaged superstructure and decayed deck system have now been completed. The bridge has been reinforced to protect the portals against additional collision damage.

NOTED
E. S. HUNTER

The Regional Engineers have been informed of the nature of the problems on the bridges so that our special surveillance will be effective.

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MAR 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Robert N. Bothman
Maintenance Engineer

JJG:mp

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3-15-72

MEMO TO FILES

7776

Re: Sanderson Bridge
Albany-Lyons Hwy. #211
Linn County

Per letter of March 1, 1972 from Mr. Hunter to Mr. Wolfe and Mr. Wolfe's reply of March 3, 1972, the writer and J. B. Boyd met with the Linn County Board of Commissioners and Engineer Richard Dalke regarding their position on State's constructing Sanderson Bridge on alignment as near the existing structure as possible.

The proposed new construction and alignment would basically be on a portion presented at the corridor hearing of September 18, 1969 as Corridor 1.

Based on the above and taking into consideration the approvals obtained and additional factors of economics, traffic volumes, environment, flooding conditions, etc., the Linn County Board of Commissioners approves of State's proposal with the following conditions:

1. New hearing
2. Alignment widening and improvement between bridge and Crabtree (specifically reversing curves).
3. State remove and dispose of existing structure.

This office recommends early surveys and necessary work to get on with the project so we may go to a hearing at the earliest opportunity and be prepared for construction in the event "critical bridge money" becomes available.

D. N. Harwell

D. N. Harwell
Assistant Engineer
County and City Section

NOTED
F. B. KLABOE

DNH:ljt
3/15/72

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. H. Young
R. E. Royer
W. J. Hart
V. D. Wolfe
J. B. Boyd

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MAR 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

3-17-72
REFERRED TO
Hunter
BY DEPUTY STATE HIGHWAY ENGINEER

3-17-72
Wolfe
Hart
Boyd
ESH

Get work underway, please.

RECEIVED
MAR 10 8/2
FOR FILING

FORM E-30 (REV. 10-69)

2790

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 3, 1972

SUBJECT:

To: Mr. E. S. Hunter
Assistant State Highway Engineer

NOTED
F. B. KLABOE

485

In reply to your letter of March 1 re the Sanderson Bridge, specifically the paragraph instructing the review of the hearing transcript, I have attached a copy of the corridor hearing map which indicates that we did hold a corridor hearing on three alternates, one of which is the corridor on which we are now going to construct the bridge.

Corridor 3 has been approved by the Commission. Further, a design hearing was waived and we have both Commission and Federal design approval. In adopting Corridor 3, the normal statement was made by the Commission, which says we have evaluated testimony, economics, et cetera, and have adopted this corridor.

Since we are now going on a completely different corridor, it is my recommendation that we hold a corridor-design hearing on the route indicated as Corridor 1 and explain to the people at the hearing that the reason for abandonment of Corridor 3 is environmental; i.e., we proposed to construct a bridge over the Santiam River lowering the bed of the existing channel some 10 feet.

It has now been determined that we cannot do this, so in order to have an adequate waterway, the structure has to be extended some 200 to 300 feet, which makes the cost of the structure prohibitive. Therefore, the Highway Commission is proposing to go back to the improvement of the existing alignment.

NOTED
F. B. KLABOE

This seems to me to be the only way that we can explain to the public why we have abandoned an adopted corridor and is the least that we can do to show good faith with the public.

Unless you instruct differently, we will proceed on this basis.

APPROVED
E. S. Hunter
Date 3-7-72
Klaboe & Edwards for Hunter

NOTED
TOM EDWARDS

Victor D. Wolfe
Location Engineer

RECEIVED
MAR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Att.
VDW:mc
cc Tom Edwards
F. B. Klaboe
A. E. Johnson
H. S. Cox
L. H. Young
Robert E. Royer
Walt Hart

SP 52475-734

OREGON STATE HIGHWA

CORRIDOR HEA

SANDERSON BRI

ALBANY ~ LYONS

LINN COU

OREGON STATE HIGHWAY DEPARTMENT

CORRIDOR HEARING MAP

SANDERSON BRIDGE SECTION

ALBANY ~ LYONS HIGHWAY

LINN COUNTY

Y DEPARTMENT
RING MAP
OGE SECTION
S HIGHWAY
NTY

RECEIVED
MAR 3 1972
FOR FILING

7790

March 1, 1972
Salem, Oregon

Mr. Victor D. Wolfe
Location Engineer

B U I L D I N G

485

Please initiate a location for the reconstruction of the Sanderson Bridge on the Albany-Lyons Highway. This is to be a reconstruction on as near to the existing alignment as is possible including a minor revision to the curve at the Scio end of the existing structure.

Mr. Cox is to contact the County and revise the agreement as necessary to accommodate this project.

Mr. Wolfe should review the hearing transcript and determine if another hearing is necessary.

The Environmental Section is to prepare a negative environmental statement.

Mr. Edwards has requested that the structure be six simple 130 foot spans utilizing prestressed beams.

The plans should be prepared as soon as possible and stockpiled in the event additional critical bridge money is made available.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
H. S. Cox
L. H. Young
Walt Hart
Robert E. Royer

2-10-72

WJH

2-25-72
REFERRED TO
[signature]
BY DEPUTY STATE HIGHWAY ENGINEER

Sanderson Br. Plan Review

	Est cost (Stout only)	
① Orig layout (Plan attached) is 807' long. This plan requires extensive channel work with a resultant comparative cost approx equal to plan 2.	$ 1,108,000	(+ $ 300,000 channel work dike etc)
② Longer bridge – same location as ① above. (1007' long)	$ 1,382,000	Stout only
Note: As per hydraulic report both plans require a spur training dike. Improvement of channel required for ② may not be acceptable in regards to ecological & environmental considerations.		(+ $ 150,000 dike etc)
③ Bridge located adjacent to existing bridge	$ 989,000	Stout only

Ox creek segment – look at hearing – do we need another. Neg Envron statement? Compare plans.

LLW

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

PRELIMINARY ESTIMATE SHEET

NAME South Santiam River (Sanderson) Bridge BRIDGE NO. 1771 A

SECTION Sanderson Bridge PREFIX NO. 122-1495-906

HIGHWAY Albany-Lyons COUNTY Linn

ESTIMATE MADE BY L. Hogenstad jcb DATE Feb. 2, 1972

ESTIMATE REQUESTED BY W. J. Hart DATE Feb. 1, 1972

ESTIMATE MADE FROM Preliminary sketch and approximate quantities.

ESTIMATED STRUCTURE COST		
		$
	6 Spans @ 130'-Bulb Tee (Br. No. 1771A)	$989,000
	TOTAL	$ 989,000

REMOVE EXISTING STRUCTURE..... $ 50,000

DETOUR STRUCTURE..... $ ———

GRADING AND PAVING..... $

RIGHT-OF-WAY..... $

SIGNING AND ILLUMINATION..... $

MAINTENANCE OF TRAFFIC..... $

OTHER..... $

ALL COSTS INCLUDE AN ALLOWANCE FOR ENGINEERING AND CONTINGENCIES.

APPROVED W J H

DATE 2-3-72

(length - 100')

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

(4)

ESTIMATE SHEET

Bridge Name S. Santiam River (Sandirson) County Linn Bridge No. 1771 A.
Section and Station Sandirson Bridge Highway Albany Lyons.
Estimate Made By L.H. Date ____ Checked By ____ Date ____
Description

6 spans @ 130'-equal = 780'
(Bulb T girders).
Note: (Bridge at old site).

Estimate From (Strike out the ones which do not apply) No plans; Sketch; Completed plans; Drawing No.

Calculation Book No. ____ Loading ____

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization	All					29000
Shoring, Cribbing, etc.	All					
Structural Excavation	Cu.Yd.	6300	-	6300	6.00	37.800
Excavation Below Elevation Shown	Cu.Yd.					
Untreated Timber Piling	LinFt.					
Treated Timber Piling	LinFt.					
Steel Piling 12BP 53	LinFt.	6640		6640	5.38	35,723
Prestr. Conc. Piling	LinFt.					
Drive Timber Piling	Each					
Drive Steel Piling 12BP.53	Each	190	-	190	125.00	23,750
Splice Steel Piles	Each					
Drive Prestressed Concrete Piling	Each					
Class A Concrete 4000psi	Cu.Yd.	-	907	907	120.00	108,840
Class Concrete 3300	Cu.Yd.	1615	150	1765	100.00	176,500
Class Concrete Seal.	Cu.Yd.	940	-	940	45.00	42,300
Class Concrete	Cu.Yd.					
Metal Reinforcement	Lbs.	323,000	250,000	573,000	0.17	97,410
Metal Reinforcement	Lbs.					
Structural Steel	Lbs.					
Structural Steel	Lbs.					
Structural Steel	Lbs.					
Structural Steel	Lbs.					
Prestressing Steel	Lbs.					
Prestr. Conc. Bulb T (2)	Each	-	7020	7020	32.00	224,640
Prestr. Conc.	Each					
Prestr. Conc.	Each					
Prestr. Conc.	Each					
Rail # 27046 {23670 23673	LinFt.	-	1560	1560	20.00	31,200.
Rail # 3 Tube	LinFt.					
Slope Paving	SqYd.					
Berm Paving	SqYd.					
Drain Pipe	LinFt.					
Drain Pipe	LinFt.					
Special Backfill (Clas. 700)	Cu Yd.	4340		4340	6.00	26,040
(Removal of old Bridge) ?	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	

Subtotal ____ 824203
Plus 20 Per Cent for Engineering & Contingencies 164841
TOTAL COST $ 989044

CRABTREE
SANTIAM R.
L-28-45-K28

SANTIAM R.
1-28-65-K

C.R.A.B. TREE
SANTIAM R
1-28-65-X 29

CRABTREE
SANTIAM R
1-28-65-X 29

COLTON WOODS - STATE-22-6 1-28-63-X 24

STATE 226
1-28-65-X 23

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MAR. 2 - 1972
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7790

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1972

To: E. S. Hunter
ASST. STATE HIGHWAY ENGINEER

B U I L D I N G

SUBJECT: Truss Repairs
Sanderson Bridge
Albany-Lyons Highway
Linn County

The Region 2 Bridge Crews have scheduled repairs to the steel truss work at the Sanderson Bridge next week. One of the items involves straightening collision damage using flame straightening methods under the supervision of Mr. Holt. The second involves a design revision to strengthen the truss by adding additional tension rods.

False work will not be necessary on the structure if heavy traffic is diverted during the period of actual repair. It is the plan to restric the bridge to automobile traffic only between February 7 and 11, 1972 between the hours of 8:30 a.m. and 4:30 p.m.

Attached is a suggested draft for a press release to inform the traveling public of the part-time closure.

Robert N. Bothman
Maintenance Engineer

By: James J. Gix

NOTED
E. S. HUNTER

James J. Gix
Bridhe & Sign Maintenance Engineer

JJG:mlp
Attachment

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FEB 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

2-3-72

S U G G E S T E D D R A F T

PRESS RELEASE

The State Highway Division announces that truck traffic will be detoured around the Sanderson Bridge on the Albany-Lyons Highway about 1 1/2 miles north of Cottonwoods Junction, from February 7 to February 11, 1972. Detour route is available over county roads through the City of Lebanon. The truck detour will be in effect between the hours of 8:30 a.m. and 4:30 p.m. through the week. Bridge maintenance crews will be making routine repairs to the structure, and repairing collision damage.

JJG:mlp
2/1/72

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OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1972

SUBJECT: S. Santiam (Sanderson) Bridge
Repair Work
Bridge 1771
Linn County

To:

Mr. R. N. Bothman
Maintenance Engineer

B U I L D I N G

Attention Mr. James J. Gix
Bridge & Sign Maint. Engr.

NOTED
A. E. JOHNSON

Attached are six copies of drawing B-470, repair details for the 131-foot truss on Sanderson Bridge.

The existing members U_2-L_3 are to be left in place and strengthened by the addition of an auxiliary member which is detailed on this drawing.

The construction sequence includes relocating the bottom chord loop rods to a new position on the bottom pins for L_2-L_2'. This will provide better positioning for the new diagonal member.

Presently there is one broken member, U_3L_3', which is temporarily replaced by a steel cable. The cable may be removed and the broken member replaced with the rod and U-bolt assembly as detailed.

Care should be taken when adjusting the turnbuckles. No member, new or old, should be loose, but too much tension on any member could cause misalignment of the chords.

R. W. Ellison
Bridge Administration Engineer

RWE:dh
Attachment

cc A. E. Johnson

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JAN 18 1972
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FORM E-30

FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 31, 1971

SUBJECT:

To: A. E. Johnson
Assistant State Highway Engineer

O F F I C E

I have Mr. Bothman's December 10 letter recommending a load limit posting on five critical bridges. Maintenance and Bridge shall re-assess this recommendation based on two factors.

(1) No load limit shall be placed because of inadequacies of wooden trestle approach systems. Maintenance shall immediately take steps to remove any deficiencies in weak trestles.

(2) Load limits shall not be placed because of wooden floor systems on trusses; again, such deficient facilities shall be repaired.

I want a re-analysis of the truss based on standard engineering precepts rather than on the criteria established under the federal bridge inspection program. This matter has expediency and I wish it discussed with me as quickly as the calculations can be made.

Tom

Tom Edwards
Deputy State Highway Engineer

TE:ms
cc Lloyd P. Shaw
E. S. Hunter
R. N. Bothman

FORM E-30 (REV. 10-65)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 10, 1971

SUBJECT: Recommended Load Posting
Five Critical Bridges

To:
E. S. Hunter
Asst. State Highway Engineer

B u i l d i n g

Five bridges were submitted to the Federal Highway Administration for consideration to be replaced with Federal funds as critical bridges. Although we hastily prepared original inspections which did not prove correct, we have now completed inspections on the five bridges which were submitted and have design ratings from the Bridge Section.

Attached is a chart summarizing the present status of the five bridges submitted to the FHWA, and recommendations for posting of reduced load limits on these five bridges.

For additional added information, attached are the bridge inventories, bridge inspection reports, and design section calculations for each of the five structures.

The H-Truck Loadings indicated on the attachment are for our bridge inventory purposes only, and they are based upon a design check taking into consideration the present condition revealed by the inspection report for each structure. They are AASHO H-Truck designations. The design rating is based on 55% of the yield stress. The operating rating is based on 75% of the yield stress.

The gross vehicle loadings were determined by analyzing the steel truss units of these bridges. The AASHO gross loading is based on 55% yield stress and the AASHO special procedure gross loading is based on 75% of the yield stress. The special procedures can be utilized under the AASHO Manual when we do provide for continuous inspection and review of the structures.

For your consideration, the following load limits are proposed:

(1) Adrian Bridge — 30T

Reduce the load limit to 28T gross load. This will require minimal repair to the damaged truss members and deck system. It would be necessary to require the Highway Commission to reduce the load limit from 30T gross load to 28T gross load. This structure has been approved by the Federal Highway Administration for 1972-73. Practical alternate routes exist north at Nyssa and south at Homedale.

(2) Sanderson Bridge

Reduce the load limit to 21T gross load. Priority repairs will be required to equalize the stress on tension members. Repairs are required to the deck in order to provide for the 21T gross load. Temporary shoring could be done to the 131 ft. truss to accommodate 24T gross loads; however, the 353 ft. truss is limited to 21T gross load. The critical members of the 353 ft. truss are the upper and lower cords in two different locations throughout the truss. Considering the age and condition of the structure, strengthening is not feasible for this truss.

An alternate route is available through Lebanon. The FHWA supports our request for relocation of this bridge under the critical bridge replacement program.

(3) Coquille River Bridge

Reduce the load limit to 36T gross loads. Priority repair items will be required as soon as possible to make the load limiting factor the swing truss. The swing truss is limited to the 36T gross load. The critical members are the stringers and the floor beams. This computation is based on one-way traffic.

An alternate route is available via Davis Slough utilizing Bullards Bridge.

(4) Harrisburg Bridge

Reduce the load limit to 30T gross load. This structure is by far the most critical of the bridges reviewed. There are 60 spans of timber approach trestle. Most of the trestle spans should be thoroughly reconditioned to bring the structure up to the recommended load capacity of 30T. Maintenance is required daily to maintain the deck. The repairs have been temporary for the past two years. Annual maintenance cost for the last two years has been $11,000 per year.

The truss is limited by the deck system which could be beefed up only by removing the present concrete deck and replacing stringers and adding section to floor beams. This would involve partial closure or at least long periods of one-way traffic.

The bridge does not have suitable alternate routes and a serious invonvenience in the economic impact would result from this recommendation.

The estimate for repairs to the trestle section would range from $200,000-$500,000. A practical repair to restore the load carrying capacity and rideability would also involve partial closures on the trestle section.

Since the repair and improvement of the structure to accommodate present loads is beyond the scope of maintenance capabilities, I recommend that early replacement be made.

(5) Robertson Bridge

Reduce the load limit to 28T gross load. Minimal repairs can bring the truss rating of this structure to 28T gross load.

Alternate routes are available and presently in use.

Your consideration of the recommended reduced load limits is requested.

Robert N. Bothman
Maintenance Engineer

RNB:mp

Attachment

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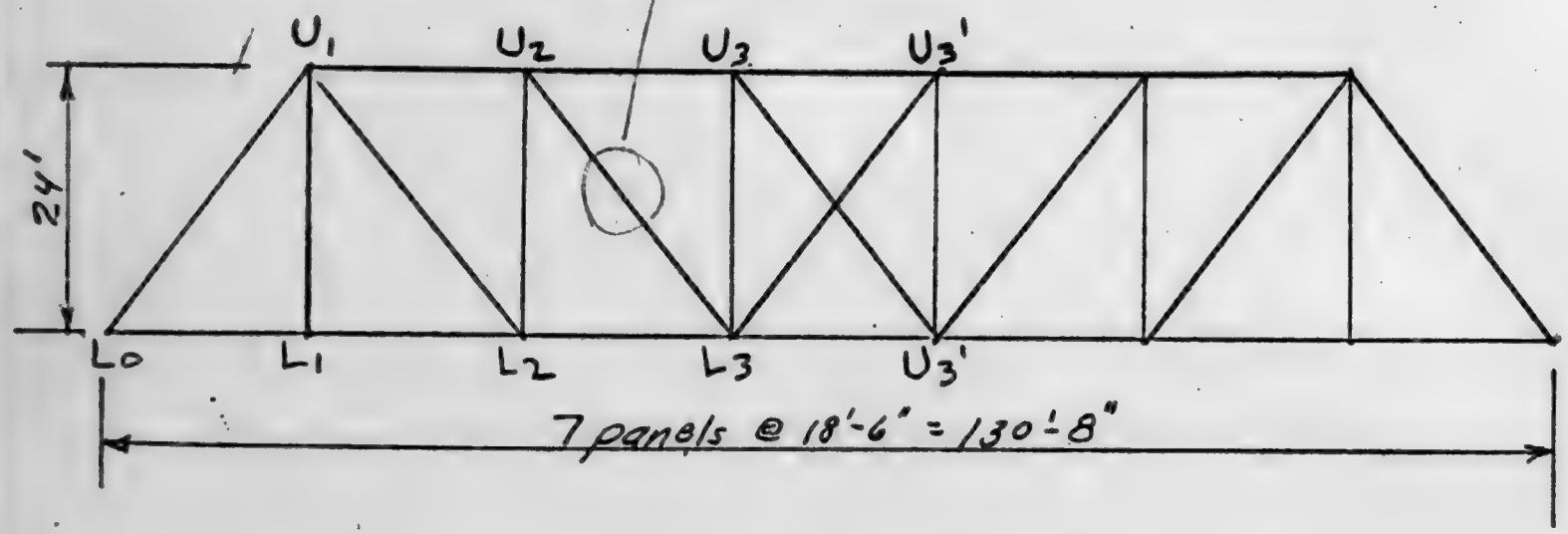
STATE HIGHWAY ENGINEER

CRITICAL BRIDGE SUMMARY

Priority No.	Br. No.	Bridge Name	Hwy.	Inspec. Control Rating	Exist. Gross Load Posted	AASHO H-Truck Loading		AASHO Gross Vehicle Load	
						Design Rating	Operating Rating	Gross Loading	AASHO Spec. Procedure Gross Loading
1	4412	Adrian	452	6, super structure	30T	9T	14T	21T	28T
2	1771	Sanderson	211	6, deck stringers	36T.	10T	14T	17T	21T
3	598	Coquille Riv.	244	7, super structure	None.	9T	12T	26T	36T
4	583	Harrisburg	58	5, deck	None.	8T	11T	22T	30T
5	1592	Robertson	260	7, deck	30T	8T	16T	20T	28T

RNB:mp
12/10/71



Recommended Load Posting - 17 tons gross

23 TONS WITH .75

Engr. S. Sanftiem R. (Sanderson) / W JQ

Date 11-22-71

Bridge No. 1771

Sheet 1

Form E-[illegible]

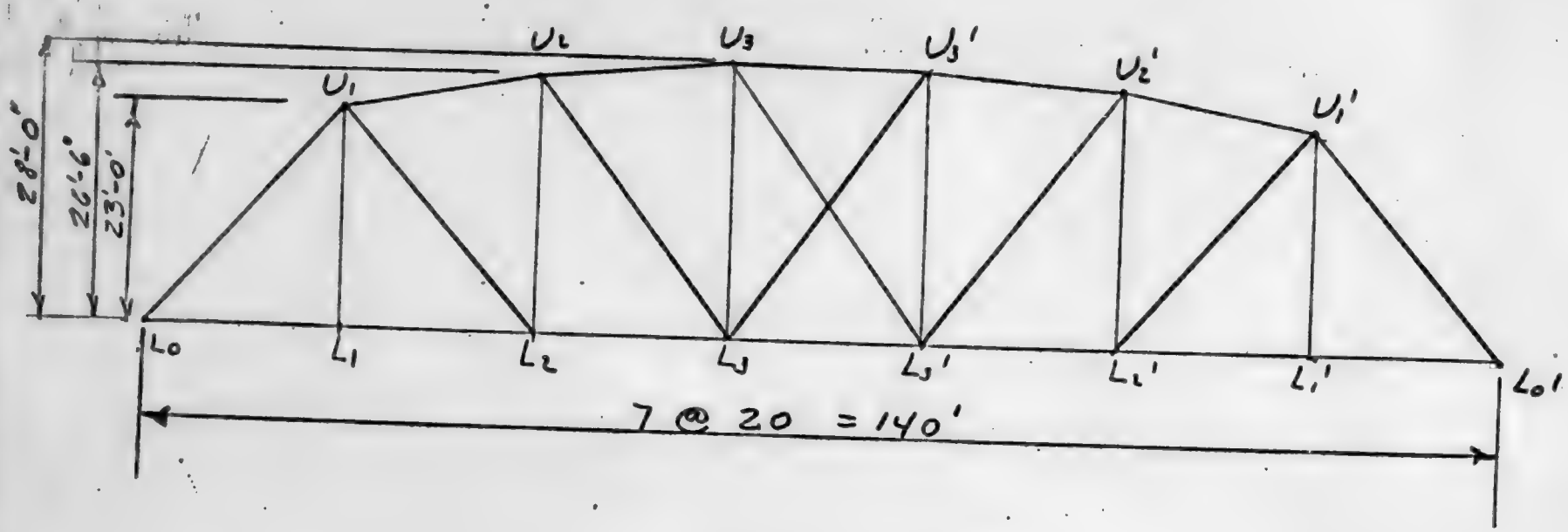
Oregon State Highway Division
BRIDGE DESIGN UNIT

Bridge Sanflora (Sandler Rd.) Sheet 2

Calculations by WJC County

Date 11-15-71 Bridge No. 1771

	Area	D.L.	Truck HS20 + Imp.	Total P	f(actual)	f(allow)	Allow Gross ,ssfy
L_0L_2	3.38	25.6	38.2	63.8	18.9	16.0	
L_2L_3	5.38	42.8	62.8	105.6	19.7	"	
L_3L_4	6.07	51.4	61.6	113.0	18.6	"	
U_1U_2	9.2	41.9	63.5	105.4	11.5	10.7	
U_2U_3	9.2	51.2	67.6	118.8	12.9	"	
U_3U_4	9.2	51.2	81.7	112.9	12.3	"	
L_0U_1	12.2	41.9	62.9	104.8	8.6	9.0	
U_1L_2	4.0	28	51.9	179.9	20.0	16.0	25.2T
U_2L_3	2.0	13.9	39.1	53.0	26.5	16.0	16.6T (1.36)
U_3L_4	1.53	—	29.2	29.2	19.1	16.0	
U_4L_3	1.53	—	29.2	29.2	19.1	16.0	
U_1L_1	3.1	11.0	36.2	47.2	15.2	16.0	
U_2L_2	3.9	11.0	30.4	31.4	8.1	8.1	
U_3L_3	3.9	—	21.8	21.8	5.6	8.1	
U_4L_4	3.9	—	21.8	21.8	5.6	8.1	
Fl. Bm.	$S = 119.3$	$M = 44^{k'}$	146	$190^{k'}$	19.2^{ksi}	16.0 allow.	



Recommended Load Posting - 27 tons gross
DECA System

Checked by S. Santlian P.E.

Calculations by

Date

Oregon State Highway Division
BRIDGE SECTION

Sheet 3

County

Bridge # 1271

		Allow Stress	Allow P	P DL.	Avail LL. P	One HS20 Truck	Allow Gross @ 55 fy	f actual
L_0L_2	6.72	16	107	42.7	64.3	41.8	~~✓~~	
L_2L_3	"	"	"	61.4	45.6	58.8	28.0T	17.8 ksi
L_3L_3'	8.04	"	128	69.5	58.5	56.5	✓	
U_1U_2	11.84	14.2	170	62.1	108	58.8	✓	
U_2U_3	"	"	"	69.5	100	68.2	✓	
U_3U_3'	"	"	"	69.5	100	74.7	✓	
L_0U_1	12.84	11.9	153	62.1	91	62.3	✓	
U_1L_2	3.86	16.0	62	26.5	36	39.1	✓	
U_2L_3	3.56	"	57	12.9	44	32.5	-	
U_3L_3'	3.24	"	52	-	52	26.7	-	
L_3U_3'	"	"	52	-	"	26.7	-	
U_1L_1	3.58	"	52	15.0	37	36.0	-	
U_2L_2	5.70	11.9	68	4.2	64	23.0	-	
U_3L_3	5.70	16.0	91	5.0	86	11.7	/	
Fl. Bm.	$S=119$	16.0	159 ki	50 ki	109 ki	140 ki	27.0	19.9

160' Truss

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet 4

County

Date Bridge No. 1271

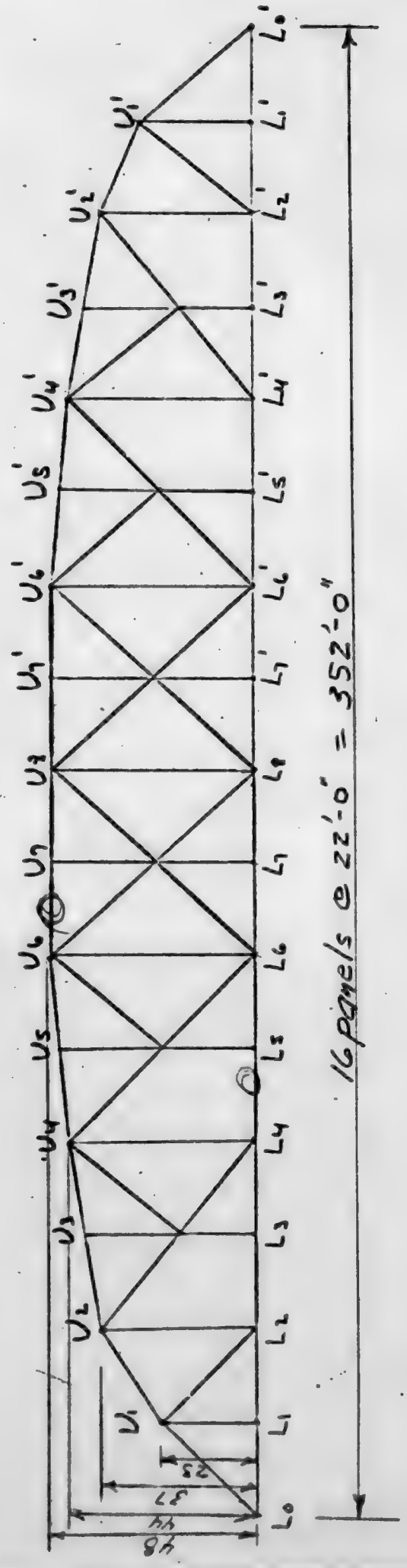
Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet 5

Bridge S. Santiam R. (Sanderson) Br. County

Calculations By WJQ Date 11-22-71 Bridge No. 1771

SP 57746-334



Recommended Load Posting - 21 tons gross

Member	Area	f(allow)	Inventory P(allow)	Maint. File D.L. P	P Avail LL	One HS20 Truck	Allow Gross @ .55fy	f(actual)
L_0L_2	10.0	16.00	160^k	128	32^k	51.1	22.0	
L_2L_4	13.5		216	173	43^k	60	25.8^T	17.2
L_4L_6	16.5		264	215	49	86	20.5	18.2
L_6L_8	19.5		312	247	65	88.3	26.4^T	17.2 ksi
U_1U_2	27.21	12.6	342	187	155	70.2	—	
U_2U_4		12.6	342	233	109	94.2	—	
U_4U_6		12.5	340	256	84	108.2	28.0	13.4
U_6U_8		12.5	340	272	68	119.6	20.5^T	14.4 ksi
L_0U_1	27.21	12.0	318	186	132	78.5	—	
U_1L_2	6.5	16.0	104	63.0	41	17.4	—	
U_2M_3	6.5	16.0	104	63.0	41	48.5	—	
M_3L_4	6.0	16.0	96	52	44	47.0	—	
U_4M_5	2.0	16.0	32	15	17	21.0	29.2^T	18.0
U_4M_5	6.0	16.0	96	56	40	42.0	—	
M_5L_6	6.0	16.0	96	45	51	38.1	—	
U_6M_5	2.0	16.0	32	13	19	18.8	OK	—
U_6M_7	4.5	16.0	72^k	36	36	42.9	30.2	17.5
M_7L_8	1.53	16.0	24.5	12.25	12.2	18.1	24.3	19.8
M_7L_6	1.53	16.0	24.5	—	24.5	29.9	—	
M_7U_5	4.50	16.0	72	12.2	60	41.0	—	

Sheet 2

1771

Member	Area	f(allow)	P(allow)	Maint. File D.L. P	P Avail LL.	One HS20 Truck	Allow Gross @ .55fy	f(actual)
U1L1	5.08	16.00	81.3 K	18	63	37.5	—	
U2L2	6.72	16.0	107.5	28	80	32.2	—	
U3L3	5.08	16.00	81.3	18	63	37.5	—	
U4L4	6.72	9.4	63.0	13.0	50	20.9	—	
U5L5	5.08	16.00	81.3	18.0	63	37.5	—	
U6L6	6.72	9.4	63.0	13.7	49	23.8	✓	
U7L7	5.08	16.00	81.3	18.0	63	37.5	✓	
U8L8	6.72	9.6	64.5	18.0	46.5	28.9	✓	
Floor Bm.	21X67 I	S=139	185 K	65 K	110 K	146	27T	18.2 ksi
Str.	6X18c24#	S=324						

1771

BRIDGE INVENTORY

ALL CARD I.D.

8. Bridge No. 0 1 7 7 1 0 — 6

Card No. . . . . 1 — 7

IDENTIFICATION

1. State . . . . . 8 4 8 — 10
2. Highway District 0 4
3. County 0 4 3
4. City/Town . . . . . 0 0 0 0 — 19
5. Inventory Route . . . . . 1 — 22

First Digit:	1 *Principal Route*	2 *Other*			
Second Digit:	1 *Interstate*	3 *State Hwy.*	5 *City St.*		3
	2 *US Route*	4 *County or Sec.*	8 *Other*		
Third Digit:	0 *N.A.*	4 *Spur*	8 *Service Road*		1
	1 *Main Line*	5 *Toll Roads*	9 *Truck Route*		
	2 *Alternate*	6 *Business*			
	3 *By-Pass*	7 *Ramp or Wye*			
Next 5 Digits:	*Route No.*				0 0 2 2 6 — 27
Last Digit:	0 *N.A.*	2 *East*	4 *West*		0 — 28
	1 *North*	3 *South*			

6. Feature Intersected: S. Fork Santiam River (Sanderson Bridge)
7. Facility Carried by Structure: Hwy 211
9. Location (Narrative Description): 2 miles S Crabtree
10. Highway Number 2 1 1
11. Milepost - F.A.S. or State Log . . . . . 0 0 0 1 4 5 — 37
12. Road Section No. (D.O.D. Bridge Log) . . . . .
13. Defense Bridge Letter (D.O.D. Bridge Log) . . . . .
14. Defense Milepoint . . . . . — 48
15. Defense Section Length . . . . .
16. Latitude (Damage Assessment - Pre-attack Input) . . . . .
17. Longitude (Damage Assessment - Pre-attack Input) . . . . . — 62
18. Physical Vulnerability . . . . . —

1 *Timber Trestle*	5 *Suspension*	8 *Box Culvert*
2 *Concrete Girder*	6 *R.C. Arch*	9 *Tunnels*
3 *Steel Girder*	7 *Dam Bridge*	0 *No Structure*
4 *Cant. & Truss*		

19. By-Pass Detour Length . . . . . 1 3 — 65
20. Toll 3

1 *Toll Bridge* 2 *On Toll Road* 3 *On Free Road*

21. Custodian 1

1 *State Hwy.*	4 *City, Local*	7 *Other Private*
2 *Other State Agency*	5 *Federal*	8 *Combination*
3 *County*	6 *Railroad*	9 *Unknown*

22. Owner (Code as in Item 21 & List) . . . . . 1 — 67
23. Federal Aid Project Number: None

CLASSIFICATION

24. Federal Aid System . . . . . 0 5 — 70

01 *Int., rural, open to traffic*	05 *FA Sec. rural, State juris.*	09 *Other State Hwys., rural (non-FA)*
02 *Int., urban, open to traffic*	06 *FA Sec. urban, State juris.*	10 *Other State Hwys., urban (non-FA)*
03 *Other FA primary, rural*	07 *FA Sec. rural, local juris.*	11 *Local rural roads*
04 *Other FA primary, urban*	08 *FA Sec. urban, local juris.*	12 *Local city streets*

25. Administrative Jurisdiction 1

1 *State* 3 *Toll* 5 *New*
2 *Federal* 4 *Other, Incl. County & Local*

26. Functional Classification . . . . . 0 2 — 71

Population	*URBAN CODE* 10-25	25-50	50+	*FUNCTIONAL SYSTEM*	*RURAL CODE*
11	21	31	41	*Interstate*	01
-	-	-	-	*Other Fwy. & Expressway*	-
12	22	32	42	*Other Principal Arterial*	02
13	23	33	43	*Minor Arterial*	03
-	-	-	-	*Collector*	-
14	24	34	44	*Major*	04
15	25	35	45	*Minor*	05

BRIDGE INVENTORY

ALL CARD I.D.

8. Bridge No. 0 1 7 7 1 0

Card No. 2 7

STRUCTURAL DATA

27. Year Built: (Code First 2 Digits Year Built - Last 2 Digits Year Major Reconstruction) 1000
28. Lanes on Structure: (First 2 Digits Lanes on Str., Last 2 Digits Lanes Crossed) (Right Justified) 0200 15
29. Average Daily Traffic: (Code Blanks on Left w/0's) 00230 21
30. Year of ADT: 1970 1
31. Design Load: 1
    1 H-10 | 4 H-20 | 7 Pedestrian
    2 H-15 | 5 HS-20 | 8 Railroad E-
    3 HS-15 | 6 HS-20+Mod | 9 Other
32. Approach Roadway Width, Sum of 2 Shldrs+Rdwy. 026 24
    Example: Lt. Shldr. 4.0' / 6.0' | Roadway 16' / 36' | Rt. Shldr. 6.0' / 12.0' | Code 026 / 054
33. Bridge Median: First 3 Digits Median Width in Ft. 0000
    4th Digit Code: 0 None | 1 Open Median | 2 Closed
34. Skew: Per AASHO Manual - Record to Nearest Degree (Code 99 for Major Variation) 00 30
35. Structure Flared 1 Yes | 0 No 0
36.
37.
38. Navigation Control 1 Yes | 0 No 0 32
39. Navigation Vertical Clearance (Code Nearest Foot) 000
40. Navigation Horizontal Clearance (Code Nearest Foot) 000 39
41.
42. Type Service: 15
    1st Digit Service ON Bridge
    1 Highway | 5 Second Level
    2 Railroad | 6 Third Level
    3 Pedestrain | 9 Other - Sign Br.
    2nd Digit UNDER Bridge
    1 Highway | 5 Waterway
    2 Railroad | 6 Hwy.-Water
    3 Pedestrian | 7 RR-Water
    4 Hwy.-RR | 8 Hwy.-RR-Water
    9 Other
43. Identify Type of Structure: (Use 3 Digit Code) 310 44
    First Digit
    1 Concrete
    2 Concrete Con't.
    3 Steel
    4 Steel Con't.
    5 Prestress (P/C)
    6 P/C Continuous
    7 Timber
    8 Masonry
    9 W.I.-C.L.-Alum.
    0 Other

    Second and Third Digits

01 Slab	11 Arch-Deck
02 Stringer-Mult. Bm.	12 Arch-Thru
03 Girder & Floorbm.	13 Suspension
04 Tee Beam	14 Stayed Gdr.
05 Box Girder-Mult. Cell	15 Movable-Lift
06 Box Gdr-Sgl., Sprd	16 Movable-Bascule
07 Frame	17 Movable-Swing
08 Orthotropic	18 Tunnel
09 Truss - Deck	19 Culvert
10 Truss - Thru	00 Other

    List any structure not described by listings above, under code 0 "Other" and describe in remarks.
44. Same as Above for Approach Spans (Use Only on Major Bridges, or w/Material Change) 702 47
45. Number of Spans in Main Unit 03
46. Number of Approach Spans 0008 53
47.
48. Length of Maximum Span: (Code 4 Digit Number to Nearest Foot) (Right Justify) 0325 57
49. Structure Length: (Code 6 Digit Number to Nearest Foot) (Right Justify) 000778 69
50. Sidewalk Width: (Code to Tenth of Foot)
    Example: Left Side: None / 12.1 | Right Side: 8.3 / 11.5 | Code: 000083 / 121115
51. Roadway Width: (Code Curb to Curb Nearest Tenth of Foot) 0199
52. Deck Width: (Code Out to Out Nearest Tenth of Foot) 0203 77
    Card No. 3 7
53. Minimum Vertical Clearance OVER Roadway. (Code Nearest Foot and Inch)(Code 999 if No Limit) 0140
54. Underclearance Minimum Vertical Clearance (See Item 53) 000 14
55. Underclearance Minimum Lateral Clearance on Right (Code 999 if not RR or Hwy.) 999
56. Underclearance Minimum Lateral Clearance on Left (For Divided Hwy. Only)(Code 999 if NA) 999 20
57. Wearing Surface 2 21
    1 Concrete | 3 Block | 5 Wood Planking
    2 Asphalt | 4 Open Grate | 6 Asphalt with Membrane

BRIDGE INVENTORY

ALL CARD I.D.

8. Bridge No. 0 1 7 7 1 0

CONDITION

Items 58-65, w/exc. of 63 & 64, will be coded with a 1-digit code that indicates the condition rating for these items as listed below.

0 *Bridge conditions beyond repair, danger of immediate collapse*
1 *Bridge repairable, if desirable to reopen to traffic*
2 *Inadequacy to tolerate any live load, warrants CLOSING bridge to all traffic*
3 *Inadequacy to tolerate present heavy load, warrants CLOSING bridge to trucks*
4 *Minimum adequacy to tolerate present traffic, IMMEDIATE rehabilitation necessary to keep open*
5 *Major repairs, contract needs to be let*
6 *Major items in need of repair by maint. forces*
7 *Minor items in need of repair by maint. forces*
8 *Good Condition, No repair necessary*
9 *New Condition*

58. Deck . . . . . 6 — 22
59. Superstructure 6
60. Substructure 7
61. Channel and Channel Protection 8
62. Culverts and Retaining Walls . . . . . — 26
63. Estimated Remaining Life 0 2
64. Operating Rating - Section 4.1 of AASHO Manual . . . . . 1 1 4 — 29

First Digit: 1 *H. Truck*; 2 *HS Truck*; 3 *Alt. Intstate*; 4 *Type 3*; 5 *3S Semi-T*; 6 *3.3 Trailer*; 7 *Cooper E*; 8 *Ped or Special*; 9 *Gross Load*

65. Approach Roadway Alignment 7
66. Rated Loading (Code as in 64) . . . . . 1 1 0 — 33

APPRAISAL

Items 67-72 Coded with 1-Digit Code as Below:

0 *Immediate replacement to put back in service*
1 *Immediate repairs to put back in service*
2 *Basically intolerable condition requiring high priority replacement*
3 *Basically intolerable condition requiring high priority repairs*
4 *Conditions meeting minimum tolerable limits to be left in place*
5 *Conditions better than minimum tolerable*
6 *Condition equal to present minimum criteria*
7 *Condition better than present minimum criteria*
8 *Conditions equal to present desirable criteria*
9 *Conditions superior to present desirable criteria*

67. Structural Condition (List Deficiencies) INADEQUATE CLEARANCE. DECAY IN DECK & APPROACHES. 2
68. Deck Geometry 2
69. Underclearances . . . . . 6 — 36
70. Safe Load Capacity (List Deficiencies) TRUSS DESIGN H-10 2
71. Waterway Adequacy (List Deficiencies) DRIFT COLLECTION ON RIVER PIER 6
72. Approach Alignment Adequacy . . . . . 4 — 39

PROPOSED IMPROVEMENTS

Items 76-82 Code Zeroes if not Applicable.

73. Year Needed and Completed - 1st 2 Digits Needed, Last 2 Completed . . . . . 7 2 0 0 — 43
74. Type of Service (Code as in Item 42) 1
75. Type of Work (Code as Below) . . . . . 3 1 — 46

30 *Widening Exist. Bridge or other major str.*; 31 *Replacement of bridge or other major str.*; 32 *Const. of new bridge or major str.*; 33 *Const. or improvement of minor str.*; 34 *Const. of pedestrian bridge*; 35 *Other structure work*; 36 *Strengthening*; 37 *Rehabilitation*

Proposed Work Code: 1 *Contract*; 2 *Force Account* 1
76. Length of Improvement (Code to Nearest Foot) . . . . . 0 0 8 0 7 — 52
77. Proposed Design Loading Improvement (Code as in Item 31) 5
78. Proposed Roadway Width, Curb to Curb Nearest Foot New Roadway 0 0 4 4
79. Proposed Number of Lanes (Code 0 if N.A.) . . . . . 2 — 59
80. Design ADT (Code as in Item 29, 0 if N.A.) 6 3 7 0 0
81. Year of Est. ADT (Code Last 2 Digits of Year on ADT Item 80) 9 1
82. Year of Proposed Adjacent Roadway Improvements 7 2
83. Type of Proposed Adjacent Roadway Improvements . . . . . 5 — 69

0 *N.A.*; 1 *Resurface*; 2 *Reconstruction*; 5 *Widening*; 4 *Shoulder*; 5 *Other*

Card No. . . . . 4 — 7
84. Cost of Improvements (Code to Nearest Thousands of Dollars) . . . . . 0 1 0 0 0 — 12

MAINT. MANAGEMENT

85. Year Last Major Maintenance 7 0
86. Item Repaired Last Major Maintenance (Items 58-62) . . . . . 5 8 — 16
87. Estimated Cost Necessary Maintenance (Code to Nearest Dollar) 0 2 0 0 0 0
88. Inspection Frequency, First 2 Digits Year Set . . . . . 7 1 2 — 25

Last Digit: 1 *Quarterly*; 2 *Semi-Annual*; 3 *Bi-Annual*; 4 *Special*; 5 *Annual*

89. Paint Program: (First 2 Digits Last Year Painted - Last 2 Digits Year Needed) . . . . . 5 0 7 2 — 29
90. Priority No. Replacement . . . . . 0 2 — 31

OREGON STATE HIGHWAY DIVISION

BRIDGE INSPECTION REPORT

BRIDGE TYPE Steel thru truss NAME Sc. Santiam River HWY. NO. 211 MILE POST 1.45
CROSSING (OVER, ~~UNDER~~) NA COUNTY Linn FAP NO. _____ BRIDGE NO. 1771
DISTRICT 4 YEAR BUILT 1919 PHOTOS 17 DATE 8-20-74 INSPECTOR Hoseville-Clarke

OBSERVATIONS

SUBSTRUCTURE (60)	Condition Rating
1. Abutments - Wings	
Backwall	6
Footing	7
Piles	7
Erosion	8
Settlement	8
2. Piers or Bents - Caps	7P
Column	7
Footing	8
Piles	7
Scour	6
Settlement	8
3. ~~Pile Bents~~ Cap Top	8
4. Concrete Cracking or Spalling	7
5. Steel Corrosion	
6. Timber Decay, etc.	7P
7. Debris on Seats	7P
8. Paint	
9. Collision Damage	8
INSPECTOR'S CONDITION RATING (60)	7P
CHANNEL & CHAN. PROTECT. (61)	
1. Channel Scour	8
2. Embankment Erosion	8
3. Drift	8
4. Vegetation	8
5. Channel Change	8
6. Fender System	
7. Spur Dikes & Jetties	
8. Riprap	
9. Adequacy of Opening	8
INSPECTOR'S CONDITION RATING (61)	7

SUPERSTRUCTURE (59)	Condition Rating
1. Bearing Devices	7P
2. Stringers	6
3. Girder or Beams	
4. Floor Beams	8
5. Trusses - General	7P
Portals	4F
Bracing	7P
6. Paint	5
7. Machinery (Movable Spans)	
8. Rivets or Bolts	8
9. Welds - Cracks	7P
10. Rust	5
11. Timber Decay	4
12. Concrete Cracking	
13. Collision Damage	7P
14. Deflection under Load	7
15. Alignment of Members	7P
16. Vibrations under Load	7
INSPECTOR'S CONDITION RATING (59)	6
CULVERTS & RETAIN. WALLS (62)	
1. Barrel	
Concrete	
Steel	
Timber	
2. Headwall	
3. Cutoff Wall	
4. Adequacy	
5. Debris	
INSPECTOR'S CONDITION RATING (62)	

DECK (58)	Condition Rating
1. Wearing Surface	4
2. Deck - Structural Condition	2
3. ~~Curbs~~ Fiber Quire	7 0
4. Median	
5. Sidewalks	
6. Parapet	
7. Railing	7
8. Paint	7P
9. Drains	8
10. Lighting Standards	
11. Utilities	
12. ~~Joint~~ Leakage	5
13. Expansion Joints or Devices	
14. Record Elevations:	
Gutterline @ ℄ Bearings	
@ ℄ Spans	
INSPECTOR'S CONDITION RATING (58)	4F
APPROACH ALIGNMENT (65)	
1. Alignment	7
2. Approach Slab	
3. Relief Joints	
4. Approach - Guardrail	
Pavement	8
Embankment	8
INSPECTOR'S CONDITION RATING (65)	7
RATED LOADING (66)	
1. Posted Loading	3 3
2. Legibility	3 3
3. Visibility	3
INSPECTOR'S CONDITION RATING (66)	-

REMARKS (Key-in to section and number above)

USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES

List apparent cause, severity and pinpoint location of defects listed above.

Deck planking rotting 14"-16" on ENDS.

MAINTENANCE AND BETTERMENT RECOMMENDATIONS

PREFIX	*ITEM*	*ESTIMATED COST*		*REPAIRS COMPLETE*
		Maintenance	*Betterment*	

NOTE: List under maintenance and betterment recommendations all necessary channel clearing, revetments, bank protection, channel changes, stream bed pavements, riprap work, underpinning or other foundation protection, shoulder and slope protection, repairs to concrete work, painting, waterproofing, preservative treatments, repairs to roadway surfaces, repairs and renewals to timber and piling, and all other maintenance and repair work of whatever character.

RECEIVED
OCT 21 1971
FOR FILING

2090

October 19, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Simpson:

Re: Application for Section 204
Chapter I, Title 23, USC Funds.
Special Bridge Replacement Program
(IM 21-6-71)

On June 25, 1971, we submitted Bridge Inventory and Appraisal forms on the five structures listed below:

Priority 1 - Snake River (Adrian) Bridge
Priority 2 - South Santiam (Sanderson) Bridge
Priority 3 - Coquille River Bridge
Priority 4 - Willamette River (Harrisburg) Bridge
Priority 5 - Rogue River (Robertson) Bridge

These inventory and appraisal forms were a product of the information which was available prior to our new inspection and inventory program. The forms contained procedural errors and improper appraisals and it is requested that you destroy them.

Transmitted herewith are copies of Bridge Inventory and Appraisal forms which are based on our 1971 inspections. These forms should be used in evaluation of priorities for special bridge replacements.

Very truly yours,

R. L. Porter
State Highway Engineer

By

E. S. Hunter
Assistant State Highway Engineer

bc R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
I. D. Merchant
L. H. Young
R. N. Bothman
Enc.

JJG:rr ja

RECEIVED
NOV 1 1971

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

EC 7790

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 28, 1971

In reply refer to: 08-35.6/
407.4

SUBJECT: Special Bridge Replacement Program

194

In your application letter of June 25, 1971, with supporting inventory sheets, you gave a priority order of desired bridge replacements. We are now reviewing, in detail, the inventory sheets and comparing them with your bridge log and posted loadings. Summary of this information is shown below:

No.	Structure	Hwy Route	Posted Load (Tons)	Bridge Log Load AASHO	New Bridge Inventory Sheets Item 64 (tons) Operating Rating	Item 66 (tons) Rated Loading
1	Adrian	452	30	H9	9	7
2	Sanderson	211	36	H10	5	4
3	Coquille	244	--	H15	7	5
4	Harrisburg	58	--	H20	5	4
5	Robertson	260	30	H10	3	2

While we recognized there would be a variation from your previous acceptable loadings, we do not believe the variation should be this extensive. The results shown on the inventory sheets seem to be inconsistant with your application order, the posted and bridge log loadings.

We are concerned that you misunderstood or made some typographical error in Items 64 and 66 on the inventory sheets. The rating should be done according to the AASHO "Manual for Maintenance Inspection.of Bridge 1970." Information for the inventory should be current and accurate. Would you review your data and furnish us with a copy of your rating calculations for these five structures.

MAINTENANCE ENGINEER
RECEIVED
OCT 4 1971
ME AME AME OE AG
BME ES AA FILE TA

RECEIVED
SEP 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

RECEIVED
AUG 20 1971
FOR FILING

7790

August 19, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Re: Special Bridge Replacement Program
Your Ref. 08-35.1/710.1
407.4

Thank you for your August 10 letter advising of approval for inclusion of the Snake River Bridge on State Highway 452 near Adrian on the subject program. We will submit a program in line with the procedures set forth in Mr. Maloney's memorandum.

If additional funding becomes available, we request that consideration be given for inclusion of the South Santiam (Sanderson) Bridge No. 1771 on the Albany-Lyons Highway No. 211 (ORE226) at M.P. 1.45. Data concerning this bridge and the inspection reports indicating that there is a definite need of replacement were previously forwarded to you.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

AEJ:ms
cc R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young

RECEIVED
AUG 10 1971

UNITED STATES GOVERNMENT

FOR *Memorandum*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO: Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: August 10, 1971

In reply refer to: 08-35.1/710.1
XRef: 407.4

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Special Bridge Replacement Program

Your request of June 25 for funds to replace various bridges on the Federal-aid system in accordance with the provisions set forth in Section 144, Chapter I, of Title 23, U.S. Code has been approved for the Snake River Bridge, State Highway 452.

Enclosed is a copy of a memorandum from Mr. M. F. Maloney, Acting Associate Administrator for Engineering and Traffic Operations, setting forth the procedures for submitting a program.

Enclosure
Memo, 8-6-71, Maloney to Phillips

orig & ashtray
8-12-71

NOTED
TOM EDWARDS

RECEIVED
AUG 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. R. KNAPP

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TO : Mr. Ralph M. Phillips
Regional Federal Highway Administrator
Portland, Oregon

DATE: AUG 6 1971

In reply refer to:
EN-33

FROM : M. F. Maloney
Acting Associate Administrator for
Engineering and Traffic Operations, Washington, D.C.

SUBJECT: Special Bridge Replacement Program

We have reviewed the request from the State of Oregon for Federal funds to replace various bridges on the Federal-aid system in accordance with the provisions set forth in Section 144, Chapter I, of Title 23, U.S. Code.

We have considered the State's interim priority list submitted in response to FHWA Notice dated March 25, 1971, along with the priority lists submitted by the other States and have selected the Snake River Bridge on State highway 452 to be included in the Bridge Replacement Program. This bridge was submitted as the State's number one priority and in addition to its general compliance with the replacement criteria contained in the reference legislative authority, the structure is considered to be a public hazard that warrants a high National priority for replacement.

This authorization is to include the following program phases:

1. Preliminary Engineering

Additional funds for the construction and demolition phases have been reserved for future authorizations as follows:

1. Demolition - FY 1972
2. Construction - FY 1972

As presently legislated the Special Bridge Replacement Program has a two year authorization with specific funds designated.

The State should be advised of this decision and requested to submit for early review and approval all necessary program documents, in accordance with PPM 21.1, so that funds may be programmed.

The Federal share payable for the replacement of this structure may not exceed 75 percent of the cost of the project and should be programmed under Appropriation Code 115.

-more-

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 901-614

All projects involving the use of Bridge Replacement funds located on the Federal-aid system shall be designated by the prefix letters "BR-F" or "BR-S" (e.g. "BR-F" for Projects on the Primary System and "BR-S" for Projects on the Secondary System.) Projects on the Federal-aid secondary system shall not be performed under the Secondary Road Plan.

In order to conform with existing accounting procedures and recordkeeping of improvements to the State highway systems, projects should be numbered to conform to the system established for Federal-aid projects. Projects should be numbered by routes and section or other established Federal-aid numbers for the particular section of route and with the next available agreement number in the series.

Plans and project documents in an approved program for Bridge Replacement shall meet comparable standards as defined in Section 109(b) of the 1970 Federal-Aid Highway Act, and be prepared with the same amount of detail as is required for other Federal-aid projects.

Until such time as a Policy and Procedure Memorandum is issued by the Administrator governing the Bridge Replacement Program, all approved projects will be processed in accordance with established Federal-aid procedure for bridge projects on the on-going A.B.C. Systems.

Funds authorized for this project are not to be charged against the State's current obligation limitations but will be charged against the Reserved fund allotment referenced in IM 30-3-71, dated June 30, 1971.

RECEIVED
JUN 28 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7790

June 25, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Application for Section 144, Chapter I, Title 23, U.S.C. Funds. Special Bridge Replacement Program (IM 21-6-71)

Dear Sir:

We are submitting the following data and documents as a supplement to our original request of February 16, 1971, for Special Bridge Replacement Funds to comply with IM 21-6-71, which Instructional Memorandum was transmitted to us under your memorandum of April 22, 1971.

a. A copy of Bridge Inventory and Appraisal form for each of the five structures as listed.

Priority 1 - Snake River (Adrian) Bridge
Priority 2 - South Santiam (Sanderson) Bridge
Priority 3 - Coquille River Bridge
Priority 4 - Willamette River (Harrisburg) Br.
Priority 5 - Rogue River (Robertson) Bridge

NOTED
TOM EDWARDS

b. A copy of the breakdown of estimated project costs, by structure, for preliminary engineering, removal of existing structure, construction of substructure, and construction of superstructure. The estimated time schedule for utilization of the requested replacement funds is also shown on the tabulation.

NOTED
TOM EDWARDS

We trust this information with that previously submitted will fulfill the requirements of IM 21-6-71. If additional data is required, please advise.

Very truly yours,

R. L. Porter
State Highway Engineer

Encl.

RNC:ia

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
I. D. Merchant
F. L. Hall
L. H. Young
R. N. Chase

BREAKDOWN OF ESTIMATED PROJECT COSTS

Priority	Bridge	Estimated Cost Total	Estimated Cost Federal Funds	Schedule of Utilization
1	Snake River Bridge at Adrian			
	Preliminary Engineering	$ 19,000	$ 14,250	1st Qtr. F.Y. 1972
	Removal, exist. structure	20,000	15,000	1st Qtr. F.Y. 1972
	Substructure	304,000	228,000	1st Qtr. F.Y. 1972
	Superstructure	457,000	342,750	1st Qtr. F.Y. 1972
		$ 800,000	$ 600,000	
2	South Santiam (Sanderson)			
	Preliminary Engineering	$ 24,000	$ 18,000	1st Qtr. F.Y. 1972
	Removal, exist. structure	20,000	15,000	1st Qtr. F.Y. 1972
	Substructure	383,000	287,250	1st Qtr. F.Y. 1972
	Superstructure	573,000	429,750	1st Qtr. F.Y. 1972
		$1,000,000	$ 750,000	
3	Coquille River Bridge			
	Preliminary Engineering	$ 28,000	$ 21,000	1st Qtr. F.Y. 1972
	Removal, exist. structure	20,000	15,000	3rd Qtr. F.Y. 1972
	Substructure	461,000	345,750	3rd Qtr. F.Y. 1972
	Superstructure	691,000	518,250	3rd Qtr. F.Y. 1972
		$1,200,000	$ 900,000	
4	Willamette River (Harrisburg)			
	Preliminary Engineering	$ 111,000	$ 83,250	1st Qtr. F.Y. 1972
	Removal, exist. structure	50,000	37,500	2nd Qtr. F.Y. 1972
	Substructure	1,815,000	1,361,250	2nd Qtr. F.Y. 1972
	Superstructure	2,724,000	2,043,000	2nd Qtr. F.Y. 1972
		$4,700,000	$3,525,000	
5	Rogue River (Robertson)			
	Preliminary Engineering	$ 16,000	$ 12,000	1st Qtr. F.Y. 1972
	Removal, exist. structure	20,000	15,000	3rd Qtr. F.Y. 1972
	Substructure	246,000	184,500	3rd Qtr. F.Y 1972
	Superstructure	368,000	276,000	3rd Qtr. F.Y. 1972
		$ 650,000	$ 487,500	

RNC:ia
6-25-71

BRIDGE INVENTORY

ALL CARD I.D.

8. Bridge No 0 1 7 7 1 0

Card No. 1

IDENTIFICATION

1. State 8 4 8
2. Highway District 0 4
3. County 0 4 3
4. City/Town 0 0 0 0
5. Inventory Route 1

First Digit:	1 Principal Route	2 Other			3
Second Digit:	1 Interstate	3 State Hwy.	5 City St.		
	2 US Route	4 County or Sec.	8 Other		1
Third Digit:	0 N.A.	4 Spur	8 Service Road		
	1 Main Line	5 Toll Roads	9 Truck Route		
	2 Alternate	6 Business			
	3 By-Pass	7 Ramp or Wye			
Next 5 Digits:	Route No.			0 0 2 2 6	
Last Digit:	0 N.A.	2 East	4 West		0
	1 North	3 South			

6. Feature Intersected S. Fork Santiam River Crossing (Sanderson) Br.
7. Facility Carried by Structure Hwy. 211
9. Location (Narrative Description) 2 miles from Crabtree
10. Highway Number 2 1 1
11. Milepost - F.A.S. or State Log 0 0 0 7.4 5
12. Road Section No. (D.O.D. Bridge Log)
13. Defense Bridge Letter (D.O.D. Bridge Log)
14. Defense Milepoint
15. Defense Section Length
16. Latitude (Damage Assessment - Pre-attack Input)
17. Longitude (Damage Assessment - Pre-attack Input)
18. Physical Vulnerability 4

1 Timber Trestle	5 Suspension	8 Box Culvert	
2 Concrete Girder	6 R.C. Arch	9 Tunnels	
3 Steel Girder	7 Dam Bridge	0 No Structure	
4 Cant. & Truss			

19. By-Pass Detour Length 1 3
20. Toll 3

1 Toll Bridge	2 On Toll Road	3 On Free Road

21. Custodian 1

1 State Hwy.	4 City, Local	7 Other Private
2 Other State Agency	5 Federal	8 Combination
3 County	6 Railroad	9 Unknown

22. Owner (Code as in Item 21 & List) 1
23. Federal Aid Project Number

CLASSIFICATION

24. Federal Aid System 0 5

01 Int., rural, open to traffic	05 FA Sec. rural, State juris.	09 Other State Hwys., rural (non-FA)
02 Int., urban, open to traffic	06 FA Sec. urban, State juris.	10 Other State Hwys., urban (non-FA)
03 Other FA primary, rural	07 FA Sec. rural, local juris.	11 Local rural roads
04 Other FA primary, urban	08 FA Sec. urban, local juris.	12 Local city streets

25. Administrative Jurisdiction 1

1 State	3 Toll	5 New
2 Federal	4 Other, Incl. County & Local	

26. Functional Classification 0 2

Population	URBAN CODE 5-10	10-25	25-50	50+	FUNCTIONAL SYSTEM	RURAL CODE
	11	21	31	41	Interstate	01
	12	22	32	42	Other Fwy. & Expressway	-
	13	23	33	43	Other Principal Arterial	02
	14	24	34	44	Minor Arterial	03
	15	25	35	45	Collector	-
	-	-	-	-	Major	04
	-	-	-	-	Minor	05

BRIDGE INVENTORY

ALL CARD I.D.

8. Bridge No 0 1 7 7 1 0

Card No. 2.

STRUCTURAL DATA

27. Year Built: (Code First 2 Digits Year Built - Last 2 Digits Year Major Reconstruction) 1 0 0 0

28. Lanes on Structure: (First 2 Digits Lanes on Str., Last 2 Digits Lanes Crossed) (Right Justified) 0 2 0 0

29. Average Daily Traffic: (Code Blanks on Left w/0's) 0 0 2 3 0 0

30. Year of ADT: 1970

31. Design Load: 1

1 H-10	4 H-20	7 Pedestrian
2 H-15	5 HS-20	8 Railroad E-
3 HS-15	6 HS-20+Mod	9 Other

32. Approach Roadway Width, Sum of 2 Shldrs+Rdwy. 0 2 6

Example:	Lt. Shldr.	Roadway	Rt. Shldr.	Code
	4.0'	16'	6.0'	026
	6.0'	36'	12.0'	054

33. Bridge Median: First 3 Digits Median Width in Ft. 0 0 0 0

4th Digit Code: 0 None 1 Open Median 2 Closed

34. Skew: Per AASHO Manual - Record to Nearest Degree (Code 99 for Major Variation) 0 0

35. Structure Flared 1 Yes 0 No 0

36.

37.

38. Navigation Control 1 Yes 0 No 0

39. Navigation Vertical Clearance (Code Nearest Foot) 0 0 0

40. Navigation Horizontal Clearance (Code Nearest Foot) 0 0 0 0

41.

42. Type Service: 1 5

1st Digit Service ON Bridge		2nd Digit UNDER Bridge	
1 Highway	5 Second Level	1 Highway	5 Waterway
2 Railroad	6 Third Level	2 Railroad	6 Hwy.-Water
3 Pedestrain	9 Other - Sign Br.	3 Pedestrian	7 RR-Water
		4 Hwy.-RR	8 Hwy.-RR-Water
			9 Other

43. Identify Type of Structure: (Use 3 Digit Code) 3 1 0

First Digit	Second and Third Digits		
1 Concrete	01 Slab	11 Arch-Deck	
2 Concrete Con't.	02 Stringer-Mult. Bm.	12 Arch-Thru	
3 Steel	03 Girder & Floorbm.	13 Suspension	
4 Steel Con't.	04 Tee Beam	14 Stayed Gdr.	
5 Prestress (P/C)	05 Box Girder-Mult. Cell	15 Movable-Lift	
6 P/C Continuous	06 Box Gdr-Sgl., Sprd	16 Movable-Bascule	
7 Timber	07 Frame	17 Movable-Swing	
8 Masonry	08 Orthotropic	18 Tunnel	
9 W.I.-C.I.-Alum.	09 Truss - Deck	19 Culvert	
0 Other	10 Truss - Thru	00 Other	

List any structure not described by listings above, under code 0 "Other" and describe in remarks.

44. Same as Above for Approach Spans (Use Only on Major Bridges, or w/Material Change) 7 0 2

45. Number of Spans in Main Unit 0 3

46. Number of Approach Spans 0 0 0 8

47.

48. Length of Maximum Span: (Code 4 Digit Number to Nearest Foot)(Left Justify) 0 3 2 5

49. Structure Length: (Code 6 Digit Number to Nearest Foot)(Left Justify) 0 0 0 7 7 8

50. Sidewalk Width: (Code to Tenth of Foot) 0 0 0 0 0 0

Example:	Left Side	Right Side	Code
	None	8.3	000083
	12.1	11.5	121115

51. Roadway Width: (Code Curb to Curb Nearest Tenth of Foot) 0 1 8. 0

52. Deck Width: (Code Out to Out Nearest Tenth of Foot) 0 2 0. 3

Card No. 3

53. Minimum Vertical Clearance OVER Roadway. (Code Nearest Foot and Inch)(Code 999 if No Limit) 0 1 4 0

54. Underclearance Minimum Vertical Clearance (See Item 53) 0 0 0

55. Underclearance Minimum Lateral Clearance on Right (Code 999 if not RR or Hwy.) 9 9 9

56. Underclearance Minimum Lateral Clearance on Left (For Divided Hwy. Only)(Code 999 if NA) 9 9 9

57. Wearing Surface 2

1 Concrete	3 Block	5 Wood Planking
2 Asphalt	4 Open Grate	6 Asphalt with Membrane

ALL CARD I.D.

8. Bridge No. 0 1 7 7 1 0

CONDITION

Items 58-65, w/exc. of 63 & 64, will be coded with a 1-digit code that indicates the condition rating for these items as listed below.

0 *Bridge conditions beyond repair, danger of immediate collapse*
1 *Bridge repairable, if desirable to reopen to traffic*
2 *Inadequacy to tolerate any live load, warrants CLOSING bridge to all traffic*
3 *Inadequacy to tolerate present heavy load, warrants CLOSING bridge to trucks*
4 *Minimum adequacy to tolerate present traffic, IMMEDIATE rehabilitation necessary to keep open*
5 *Major repairs, contract needs to be let*
6 *Major items in need of repair by maint. forces*
7 *Minor items in need of repair by maint. forces*
8 *Good Condition, No repair necessary*
9 *New Condition*

58. Deck 3
59. Superstructure 3
60. Substructure 7
61. Channel and Channel Protection 7
62. Culverts and Retaining Walls . . . . . [ ]
63. Estimated Remaining Life 01
64. Operating Rating - Section 4.1 of AASHO Manual 105

First Digit — 1 *H. Truck*; 2 *HS Truck*; 3 *Alt. Intstate*; 4 *Type 3*; 5 *3S Semi-T*; 6 *3.3 Trailer*; 7 *Cooper E*; 8 *Ped or Special*; 9 *Gross Load*

65. Approach Roadway Alignment . . . . . [ ]
66. Rated Loading (Code as in 64) 104

APPRAISAL

Items 67-72 Coded with 1-Digit Code as Below:

0 *Immediate replacement to put back in service*
1 *Immediate repairs to put back in service*
2 *Basically intolerable condition requiring high priority replacement*
3 *Basically intolerable condition requiring high priority repairs*
4 *Conditions meeting minimum tolerable limits to be left in place*
5 *Conditions better than minimum tolerable*
6 *Condition equal to present minimum criteria*
7 *Condition better than present minimum criteria*
8 *Conditions equal to present desirable criteria*
9 *Conditions superior to present desirable criteria*

67. Structural Condition (List Deficiencies) 2
68. Deck Geometry 2
69. Underclearances . . . . . [ ]
70. Safe Load Capacity (List Deficiencies) 2
71. Waterway Adequacy (List Deficiencies) 6
72. Approach Alignment Adequacy 4

PROPOSED IMPROVEMENTS

Items 76-82 Code Zeroes if not Applicable.

73. Year Needed and Completed - 1st 2 Digits Needed, Last 2 Completed 7200
74. Type of Service (Code as in Item 42) 1
75. Type of Work (Code as Below) 31

30 *Widening Exist. Bridge or other major str.*
31 *Replacement of bridge or other major str.*
32 *Const. of new bridge or major str.*
33 *Const. or improvement of minor str.*
34 *Const. of pedestrian bridge*
35 *Other structure work*
36 *Strengthening*
37 *Rehabilitation*

Proposed Work Code — 1 *Contract*; 2 *Force Account* 1

76. Length of Improvement (Code to Nearest Foot) 00807
77. Proposed Design Loading Improvement (Code as in Item 31) 5
78. Proposed Roadway Width, Curb to Curb Nearest Foot New Roadway 0044
79. Proposed Number of Lanes (Code 0 if N.A.) 2
80. Design ADT (Code as in Item 29, 0 if N.A.) 03700
81. Year of Est. ADT (Code Last 2 Digits of Year on ADT Item 80) 91
82. Year of Proposed Adjacent Roadway Improvements 72
83. Type of Proposed Adjacent Roadway Improvements 5

0 *N.A.*
1 *Resurface*
2 *Reconstruction*
3 *Widening*
4 *Shoulder*
5 *Other*

Card No. 4

84. Cost of Improvements (Code to Nearest Thousands of Dollars) 01000

MAINT. MANAGEMENT

85. Year Last Major Maintenance . . . . . [ ]
86. Item Repaired Last Major Maintenance (Items 58-62) . . . . . [ ]
87. Estimated Cost Necessary Maintenance (Code to Nearest Dollar) . . . . . [ ]
88. Inspection Frequency, First 2 Digits Year Set . . . . . [ ]

Last Digit: 1 *Quarterly*; 2 *Semi-Annual*; 3 *Bi-Annual*; 4 *Special*; 5 *Annual*

89. Paint Program: (First 2 Digits Last Year Painted - Last 2 Digits Year Needed) . . . . . [ ]

State Priority Number (Replacement) 2

Agenda

HIGHWAY CORRIDOR AND DESIGN RESOLUTION

WHEREAS, the State Highway Commission heretofore authorized and directed the Engineer to study and prepare a route location and highway design for the Sanderson Bridge Section of the Albany-Lyons Highway in Linn County, and in connection therewith to prepare a map showing the location and design for said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed his study and prepared a map showing the route location and highway design and has submitted the same for the final decision of the Commission; and

WHEREAS, under the direction of the State Highway Commission a corridor public hearing was held in the community of Crabtree on September 18, 1969; and

WHEREAS, a design hearing was advertised but no requests were received for a hearing on the proposed project; and

WHEREAS, after due consideration of the aforesaid map, field notes and other engineering data submitted by the Engineer, the transcript of the testimony given at the corridor hearing, the views given by various governmental agencies, officials and advisory groups affected by the highway route location and highway design, and also of the social, economic, and environmental effects of the route location and highway design proposed by the Engineer, it is the judgment of the Commission that the route location and highway design for said highway section designated as Sanderson Bridge Section of the Albany-Lyons Highway in Linn County should be approved.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively as follows:

1. That the route location and highway design as shown on the Engineer's map of the Sanderson Bridge Section of the Albany-Lyons Highway (utilizing Corridor No. 3 considered at the hearing of September 18, 1969) beginning at Highway Engineer's Station 40+13.7 at Mill Creek westerly of the community of Crabtree and extending in an easterly direction bypassing the business area southerly of Crabtree to Highway Engineer's Station 238+00 just east of Brewster Road, which map for identification purposes bears Survey Design Approval Map File No. 1R-4-477 and the date of March, 1971, field notes and other engineering data submitted by the Engineer hereby are approved and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That said section is hereby selected, established and adopted as part of the Albany-Lyons Highway, State Secondary No. 211, the route and termini of which are described as follows:

May 4, 1971

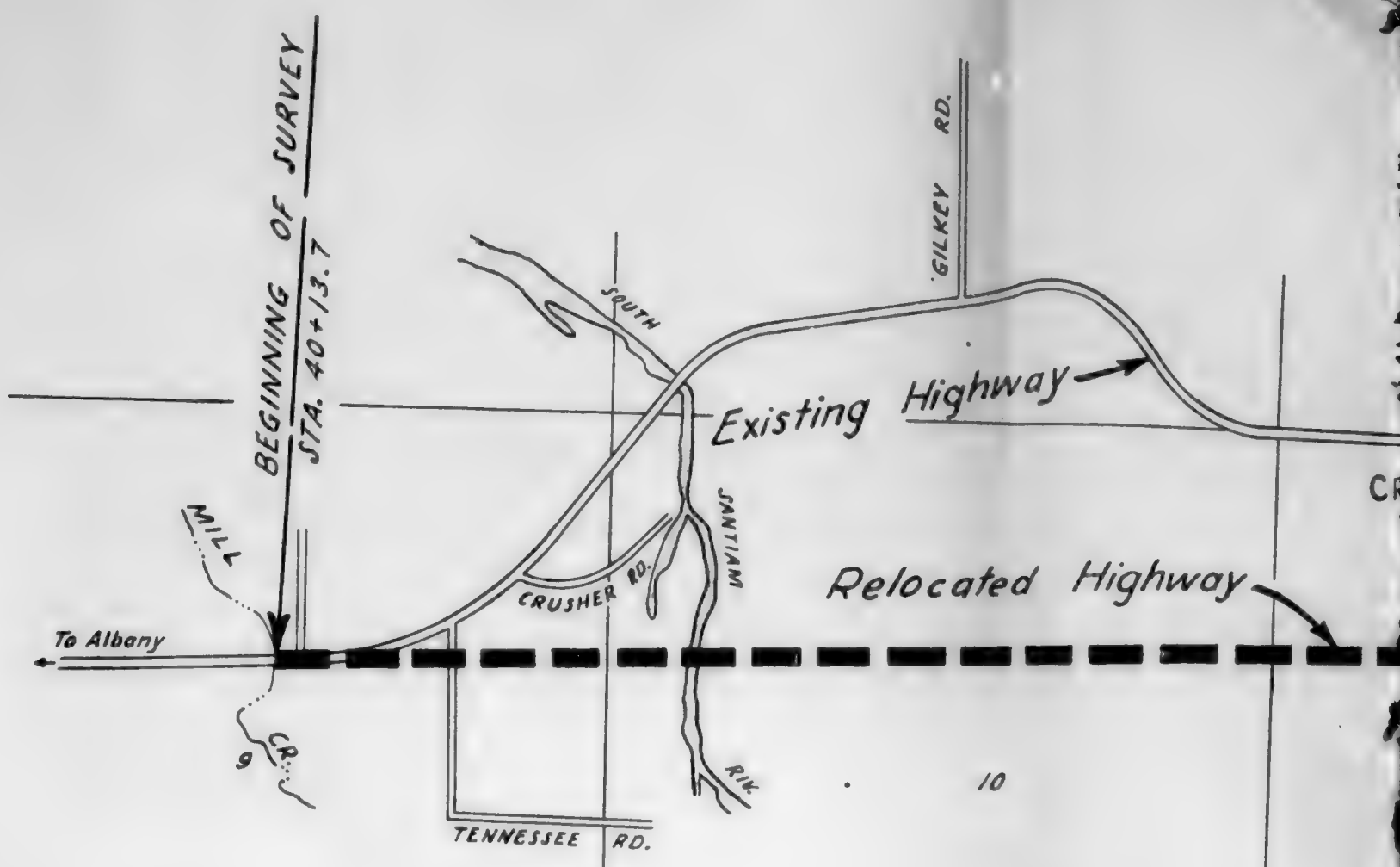
Beginning on the existing Albany-Lyons Highway at Mill Creek at Highway Engineer's Station 401+13.7 and extending in an easterly direction across the South Santiam River bypassing the business area southerly of the community of Crabtree and rejoining the existing highway southeasterly of Crabtree and extending easterly to Highway Engineer's Station 238+00 just east of Brewster Road, a distance of approximately 3.37 miles.

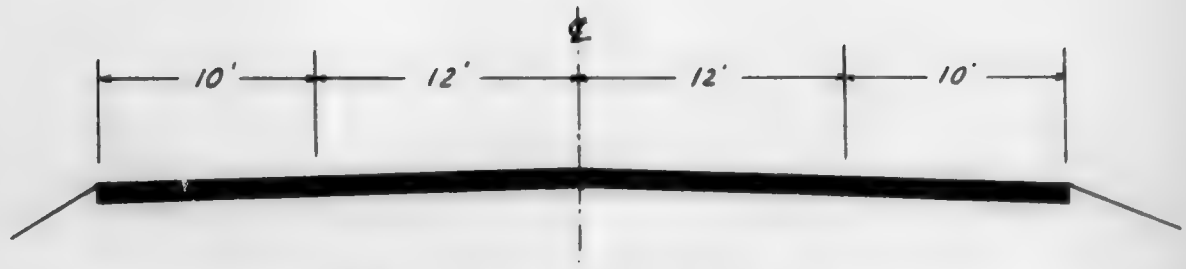
3. That when said highway section is permanently constructed the same shall be done in accordance with said route location and highway design unless otherwise directed or ordered by the Commission.

4. That this approval and adoption of said route location and highway design constitutes and is determined as instructions to the Engineer to prepare and make available to the Right of Way Section all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of said highway section. This approval and adoption shall also constitute authority for the Right of Way Section to proceed promptly with acquisition of the necessary rights of way pursuant to the route location and highway design approved hereby with limited access control.

5. That this resolution be entered in the minutes and records of the Commission as of the 4th day of May, 1971, as "Highway Corridor and Design Resolution No. 395."

T. 11 S.,





TYPICAL SECTION

PUBLIC HEARING

SYSTEM ACTION

COUNTY ..

STATE HIGHW

BUREAU OF P

THROUGHWAY RESOLUT

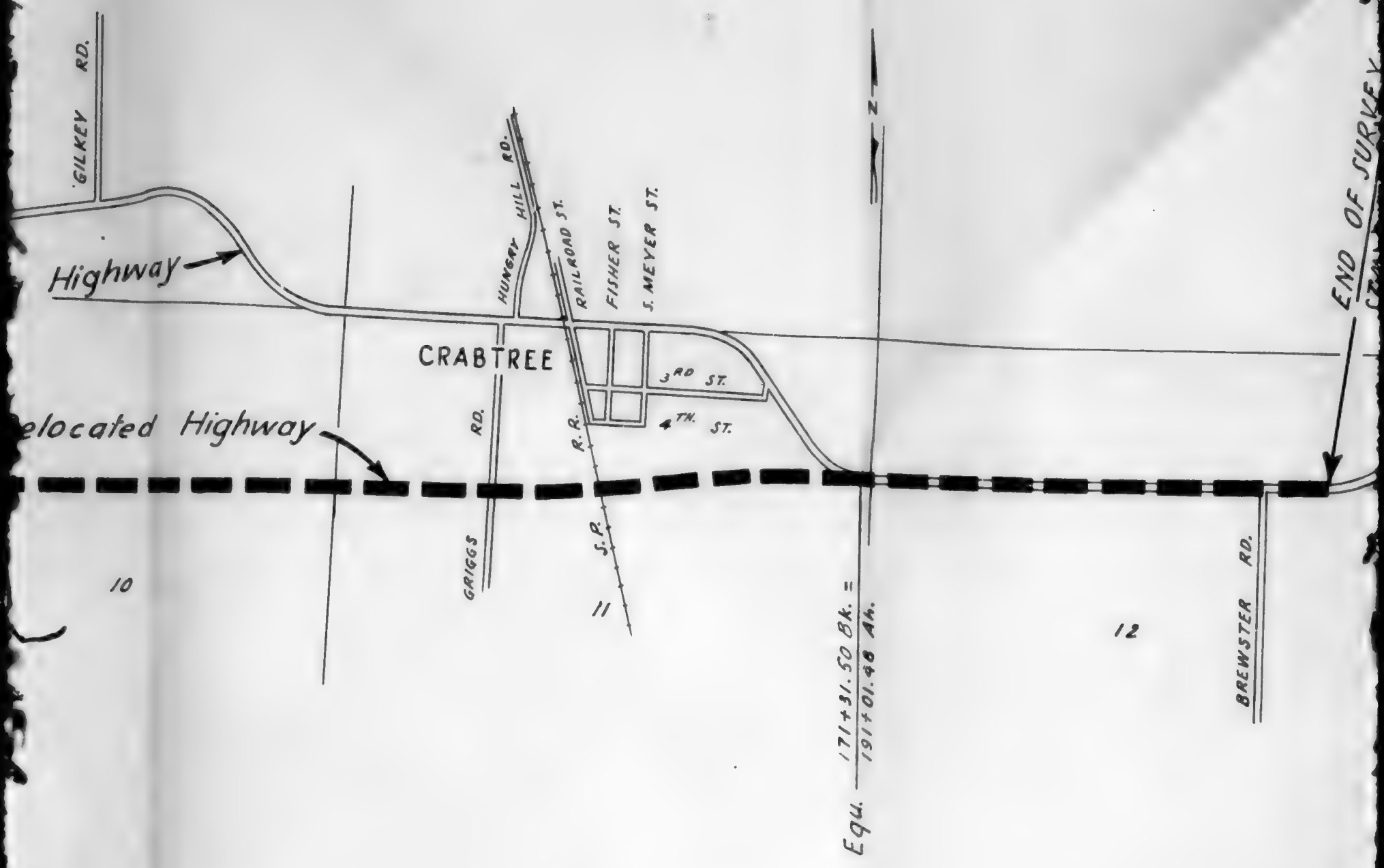
ACCESS CONTROL ...

APPROVED: Ap

3.37 Mi.

DRG. NO. 1R-4

T. 11 S., R. 2 E., W. M.



PUBLIC HEARING	Waived
SYSTEM ACTION	
COUNTY	Required
STATE HIGHWAY COMMISSION	Required
BUREAU OF PUBLIC ROADS	Required
THROUGHWAY RESOLUTION ADOPTED	None Required
ACCESS CONTROL	Limited

APPROVED: Apr. 8, 1971

Tom Edwards

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY DESIGN APPROVAL MAP

SANDERSON BRIDGE SECT

ALBANY - LYONS HIGHWAY

LINN COUNTY

DRG. NO. 1R-4-477

SCALE: 1" = 1,500' ±

DATE: March, 19

FOR DETAILS SEE DRG. NO.

DRG. NO. 1R-4-477

S. , R. 2 E., W. M.

HEARING	Waived
ACTION	
COUNTY	Required
STATE HIGHWAY COMMISSION	Required
BUREAU OF PUBLIC ROADS	Required
HWAY RESOLUTION ADOPTED	None Required
CONTROL	Limited

OVED: Apr. 8, 1971

Tom Edwards

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY DESIGN APPROVAL MAP

SANDERSON BRIDGE SECTION

ALBANY - LYONS HIGHWAY

LINN COUNTY

DRG. NO. 1R-4-477

SCALE: 1" = 1,500' ±

DATE: March, 1971

FOR DETAILS SEE DRG. NO.

RECEIVED
APR 26 1971

2290

MEMO TO FILES

4/22/71

Re: Sanderson Bridge
Albany-Lyons Hwy.
Linn County

On Tuesday, April 20, 1971, a meeting was held in the Linn County Courthouse with Mr. Gordon Wallace, Assistant County Engineer, and Mr. Orris Carnegie, County Surveyor, regarding the Sanderson Bridge Section of the Albany-Lyons Hwy. near Crabtree, Linn County, Oregon.

Linn County has indicated, at the hearing and gone on record by letter, a desire for State, in conjunction with construction with this project, to extend Gilkey Road (FAS 763) to connect with the new alignment.

Linn County has agreed to accept the existing alignment of the Albany-Lyons Hwy. which is to be eliminated by new construction; however, they do not want the existing Sanderson Bridge structure, and in that event, if we cannot use it, suggest we make it property of contractor for salvage value.

Mr. Wallace and Mr. Carnegie indicated they would most likely consider Gilkey Road as an extension of the FAS-C system and would be built with FAS-C funds in conjunction with, and as a portion of State's work. They expressed a desire for the extension to be located as near as possible as a direct route to the new highway with as little out of direction travel as possible, depending on costs, drainage, rights-of-way, design, etc. There is attached to this memo a sketch showing suggested alternate routes that may be explored as to the feasible location of such extension, and determined to be in the best interest of County and State.

H. S. Cox
County and City Engineer

By

D N Harwell

D. N. Harwell
Coordinating Engineer

RECEIVED
APR 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DNH:ljt
Att.

cc: F. B. Klaboe
F. L. Hall
D. H. Moehring
L. H. Young
R. D. Asburry

Alternates Routes
Extend FAS: C
11 07

OREGON STATE HIGHWAY DEPARTMENT

Corridor Hearing Map

SANDERSON BRIDGE SECTION

ALBANY - LYONS HIGHWAY

LINN COUNTY

cc: attach to Memo to File of 4-22-71 - Don H.

RECEIVED
APR 12 1971
FOR FILING

7790

April 9, 1971

Oregon State Highway Commission

Gentlemen:

A survey has been completed on the Sanderson Bridge Section, Albany-Lyons Highway in Linn County. A corridor hearing was held September 18, 1969, with such acceptance that the formal hearing was waived by Linn County. This project received Notice of Intent clearance from both the Executive Department and District 4 Council of Governments.

This project is being considered as an advance right-of-way project and is not listed at the present time on any program. The total estimated cost for this project is $2,650,000, i.e. ($2,500,000 construction and $150,000 right-of-way). A map is attached for your information.

I recommend your approval of the survey with construction to take place when funds are available and request authority to acquire the necessary right-of-way.

This matter will be on the agenda for the May 4 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

Attachment

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
D. H. Moehring
Frank L. Hall
F. D. Morgan
V. E. Skoog
R. D. Asburry

RLP:BLG:aw sr

FOR FILING
7770

February 16, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Application for Section 144,
Chapter 1 of Title 23 U.S.C.
Funds to Reconstruct and
Replace Various Bridges

Dear Sir:

We hereby make application for an allocation of $8,350,000 from the funds established under Section 204 of the Federal Aid Highway Act of 1970, which amended Chapter 1 of Title 23 U.S.C. by adding Section 144, Special Bridge Replacement Program, to replace the obsolete and/or unsafe bridges in Oregon as described hereinafter.

The replacement priority is shown for each bridge as established from the current bridge inspection by our Maintenance Section. The bridges are located on federal-aid systems over major waterways. The replacement or reconstruction costs as shown are estimated for a comparable facility to provide for the type and volume of traffic involved.

A highway map of the State is enclosed showing the geographical location of each bridge.

Replacement Priority	Location, Description, Condition and Estimated Replacement Cost
1	Snake River (Adrian) Bridge #4412 on the Adrian-Parma Highway #452 (M.P. 0.21) (FAS Route #23-015) over the Snake River in Malheur County. The present bridge is 676' in length (4-169' steel thru trusses); horizontal clearance 19'0"; vertical clearance 12'-10"; distance to water surface 32'; design load H-09; built 1915; present posted load limit 60,000 lbs. The present ADT is 750 and the 1991 projected ADT is 1200. Inspection has revealed the wood stringers and decking have considerable decay and are badly weather-checked. The limited V.C. of 12'-10" has resulted in the truss members being damaged repeatedly by high loads. The truss members are pin connected and have been repaired and strengthened with auxiliary cables.

Replacement Priority	Location, Description, Condition and Estimated Replacement Cost

1 (continued)

The bridge is unsafe because of structural deficiency of the steel truss through continual impact damage and physical deterioration of the deck and stringers. The bridge is functionally obsolete as its limited load capacity, restricted horizontal and vertical clearance have made it practically a one-way facility of a limited nature which will not handle the majority of large motor vehicles used for transporting farm produce and farm equipment.

This bridge is of extreme importance to the community of Adrian and vicinity as it is the only access to that portion of Oregon's Malheur County which lies easterly of the Snake River and westerly of the Idaho State line without leaving the State and approaching the area from Idaho, which by the shortest route requires approximately 20 miles of additional travel. The area west of the Snake River is under irrigation and produces substantial quantities of produce and livestock; therefore, an adequate bridge is vital to the economics of that section of Malheur County. The 1970 Census shows the Adrian division of Malheur County as having a population of 1,149.

Estimated cost of comparable facility is $800,000.

2 South Santiam (Sanderson) River Bridge #1771 on the Albany-Lyons Highway #211 (ORE 226) (M.P. 1.45) (FAS Route 220) in Linn County. The existing bridge is 775' (4-19' P.T. spans, 1-131', 1-140', 1-352' steel thru trusses, 4-19' P.T. spans), has horizontal and vertical clearances of 18'-11" and 14' respectively, design loading H-10; posted load limit of 72,000 lbs. gross weight. The present ADT is 2,300 and the projected 1991 ADT is 3,700. This structure was originally built as a crossing of the Santiam River at Jefferson in 1910. It was removed from that location and reconstructed in its current position in 1933.

Inspection has revealed the untreated wood stringers and decking have considerable decay and the pin-connected trusses are frequently damaged due to the restricted clearance.

The bridge is unsafe because of physical deterioration of the stringers and decking as well as the structural deficiencies which result in the posting of a restrictive load limit. The

Replacement Priority	Location, Description, Condition and Estimated Replacement Cost

2 (continued)

bridge is also functionally obsolete due to the limited horizontal clearance of 13'-11", which makes it a one-way structure for large vehicles and also restricts the loads which can be carried.

The bridge is of great economic importance to the city of Albany and the areas adjacent to the cities of Scio and Lyons as it controls the most direct route to these agricultural areas from the city of Albany as well as a direct route to the timber-producing areas near Detroit and Idanha.

Approximately 13% of the ADT are truck (approximately 48) of which approximately 10% are 5-axle combinations. During the agricultural season the number of trucks will increase almost tenfold. Those trucks which are legally loaded to 76,000 must travel by a circuitous route to reach area on either side of the bridge which, if the loads are lumber or produce, causes an economic drain on the inhabitants of the area which produce those items.

The estimated cost of a comparable replacement bridge is $1,000,000.

3 Coquille River Bridge #598 on the Coquille-Bandon Highway #244 (M.P. 17.08)(ORE 42S)(FAS Route 815) in Coos County. The existing bridge is 730' in length (6-19' frame trestle spans, 1-255' thru truss swingspan, 7-19' frame trestle spans and 12-19' pile trestle spans), horizontal clearance 17'-8", vertical clearance 14'-9", and was built in 1921. The present ADT is 2,100 and the projected 1991 ADT is 3,600 vehicles.

Inspection has revealed considerable decay in bent piling, frame bent sills and posts, stringers and decking; also, the drawrest piling and sheathing are badly decayed.

The bridge is unsafe because of physical deterioration. The bridge is also functionally obsolete due to the limited 17'-8" horizontal clearance which makes it a potential hazard to the average motorist and, for all practical purposes, limits it to one-way traffic for large trucks.

Replacement Priority	Location, Description, Condition and Estimated Replacement Cost

3 (continued)

The bridge is of economic importance to the city of Bandon because it controls the most direct route to the city of Coquille and the interior city of Roseburg. The bridge is of great economic importance to the inhabitants of Riverton and vicinity for the movement of agricultural supplies and commodities to and from Coquille. The route ADT varies from 1,100 vehicles just north of Riverton to 2,100 vehicles at the bridge in Coquille, indicating the population in the vicinity are dependent upon this bridge as a means of getting to employment in Coquille or transportation of agricultural commodities.

The estimated cost of a comparable bridge is $1,200,000.

4 Willamette River (Harrisburg) Bridge #503 on the Albany-Junction City Highway #58 (M.P. 29.09)(US 99E)(FAP Route #3) in Lane and Linn Counties. The existing structure is 2,205' in length (3-180' thru truss spans, 66-25' and 1-15' pile trestle spans, concrete deck on trusses), the horizontal clearance is 23'-6", the vehicle clearance is 14'-11" and design loading is H-20. The structure was constructed in 1925. The present ADT is 4,000 vehicles and the projected 1991 ADT is 7,600 vehicles.

The inspection of this structure has shown the wood stringers and decking on the pile trestle spans are badly decayed. The decking is in extremely poor condition and continually breaks through causing patching which has been done so much that little continuity remains in the decking and consequently there is deficiency in the load transfer to the stringers.

The bridge is becoming unsafe because of physical deterioration of the approach spans. The structure has become functionally obsolete relative to the volume of present and projected traffic as the restricted clearance causes a major potential hazard to all vehicles, especially the larger trucks.

The bridge is economically important to the population in the vicinity of Harrisburg and Halsey on the east side of

Replacement Priority	Location, Description, Condition and Estimated Replacement Cost

4 (continued)

the river and Junction City and Monroe on the west side for the transportation of agricultural supplies, equipment and produce. The route (US 99E), of which the bridge is a vital segment, provides the most economical service to the agricultural area (approximately 10 miles east and west by 23 miles north and south)(bounded on the west by the Willamette River and on the east by I-5) from Albany from the north and Eugene from the south.

The estimated cost of a comparable bridge is $4,700,000.

5 Rogue River (Robertson) Bridge #1592 on the Rogue River Loop Highway #260 (M.P. 12.91)(FAS Route 17-010) in Josephine County. The existing structure is 583' (4-19' frame trestle spans, 2-180', 1-90' thru truss spans, 3-19' frame trestle spans), has horizontal clearance 19'-3" and vertical clearance 13', distance to water surface 55', design loading H-10 and posted gross load limit 60,000 lbs. The bridge was built in 1929. The present ADT is 230 vehicles and the projected 1991 ADT is 500.

Inspection has revealed decay is prevalent throughout the wooden decking, stringers and frame trestles. Constant patching and replacement of timber members is required.

The bridge is becoming unsafe because of structural deterioration. Also due to structural deficiency of a 13' vertical clearance and a 19' horizontal clearance combined with a posted gross load limit of 60,000 lbs. has virtually made the bridge one way for large vehicles and presents a major potential hazard to motorists when occupied by a truck and auto traveling in opposite directions.

The bridge is very vital to the economics of that part of the community of Robertson which lies on the west side of the Rogue River as it provides the shortest route for transportation of agricultural equipment, supplies and produce to and from Grants Pass. The structure provides the community on the west side of the river, the most direct route to the community of Merlin (to the northeast) for postal and Southern Pacific rail services.

The estimated cost of a comparable bridge is $650,000.

We trust this information is sufficient to allow the allocation of $8,350,000 to the State of Oregon to replace the five bridges under the provisions of Section 144, Chapter 1 of Title 23, United States Code, which section was added by Section 204 of the Federal-Aid Highway Act of 1970.

Very truly yours,

R. L. Porter
State Highway Engineer

Enclosures

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
I. D. Merchant
Frank L. Hall
L. H. Young
R. N. Chase

EMC:ia

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FEB 12 1971

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EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
~~EDWARD G. WESTERDAHL~~
Director

February 10, 1971

Mr. R. L. Porter
State Highway Engineer
Department of Transportation
129 Highway Building
Salem, Oregon 97310

Re: Sanderson Bridge Section (Linn Co.)
Clearinghouse #71.0014

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by OMB Bulletin A-95.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval. The Oregon State Game Commission calls attention to the following:

> "The South Santiam contains important runs of anadromous fish as well as resident species. Passage must be maintained and water quality should be kept at highest possible level. Strict control against any pollution during construction must be exercised."

NOTE
F. B. KLAUS

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

RECEIVED
FEB 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

2-12-71 REFERRED TO

[illegible] Asst. State Hwy. Engr.

NOTED
TOM EDWARDS

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPEN-PL-2

25 January 1971

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

The following comments are presented on the notice of intent dated 15 January 1971, for the Sanderson Bridge Section, Albany-Lyons highway, Linn County.

The proposed alinement, as shown on the sketch inclosed with your letter, will cross the Sanderson Bridge revetment on the west bank of South Santian River, and possibly encroach on the Pape Downstream Extension revetment on the north bank of the former river channel. These revetments were constructed by the Corps of Engineers to stabilize the channel and protect adjacent lands and improvements from damage by bank erosion. Maintenance of the revetments is the responsibility of the North Lebanon Water Control District. Mr. E. R. Ligget, Route 2, Lebanon, Oregon 97355 is president of the water control district.

There is inclosed for your information a copy of the flood control regulations prescribed by the Secretary of the Army for maintenance and operation of flood control works constructed by the Government. Also inclosed is a copy of an information circular prepared by this office to supplement paragraph 208.10(a)5 of these regulations. The circular outlines in detail the procedure to be followed when it is proposed to place any structure, make a revision, or perform any other construction work within the established limits of the project right-of-way. It is recommended that appropriate plans and cross-sections showing the details of all work proposed within the revetment rights-of-way be furnished the water control district for review and processing prior to initiation of construction.

NOTED
1-29-71
W. H. TEBEAU

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JAN 28 1971
PROGRAM & PLANNING
DIVISION NOTED

R. W. ELLISON

NPPEN-PL-2
Mr. L. H. Young

25 January 1971

Since the project will be partially funded by a Federal agency, the flood situation must be considered in compliance with Executive Order 11296. A copy of that document is inclosed.

As the proposed highway alinement crosses the flood plain of the South Santiam River, consideration should be given to provision of adequate waterway areas to assure proper drainage of the various water courses and minimize flooding of upstream lands and improvements. Also, the loaning agency will likely be concerned about the potential for flood damage to the project improvements.

We will be pleased to furnish, upon request, contract drawings of the existing revetments and available information pertaining to river stages and flood frequencies. Your interest in advising this office of the proposed work is appreciated.

Sincerely yours,

3 Incl
As

D. H. BASGEN
Chief, Engineering Division

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter II—Corps of Engineers, War Department

PART 208—FLOOD CONTROL REGULATIONS

MAINTENANCE AND OPERATION OF FLOOD CONTROL WORKS

Pursuant to the provisions of section 3 of the Act of Congress approved June 22, 1936, as amended and supplemented (49 Stat. 1571; 50 Stat. 877; and 55 Stat. 638; 33 U. S. C. 701c; 701c–1), the following regulations are hereby prescribed to govern the maintenance and operation of flood control works:

§ 208.10 *Local flood protection works; maintenance and operation of structures and facilities*—(a) *General.* (1) The structures and facilities constructed by the United States for local flood protection shall be continuously maintained in such a manner and operated at such times and for such periods as may be necessary to obtain the maximum benefits.

(2) The State, political subdivision thereof, or other responsible local agency, which furnished assurance that it will maintain and operate flood control works in accordance with regulations prescribed by the Secretary of War, as required by law, shall appoint a permanent committee consisting of or headed by an official hereinafter called the "Superintendent," who shall be responsible for the development and maintenance of, and directly in charge of, an organization responsible for the efficient operation and maintenance of all of the structures and facilities during flood periods and for continuous inspection and maintenance of the project works during periods of low water, all without cost to the United States.

(3) A reserve supply of materials needed during a flood emergency shall be kept on hand at all times.

(4) No encroachment or trespass which will adversely affect the efficient operation or maintenance of the project works shall be permitted upon the rights-of-way for the protective facilities.

(5) No improvement shall be passed over, under, or through the walls, levees, improved channels or floodways, nor shall any excavation or construction be permitted within the limits of the project right-of-way, nor shall any change be made in any feature of the works without prior determination by the District Engineer of the War Department or his authorized representative that such improvement, excavation, construction, or alteration will not adversely affect the functioning of the protective facilities. Such improvements or alterations as may be found to be desirable and permissible under the above determination shall be constructed in accordance with standard engineering practice. Advice regarding the effect of proposed improvements or alterations on the functioning of the project and information concerning methods of construction acceptable under standard engineering practice shall be obtained from the District Engineer or, if otherwise obtained, shall be submitted for his approval. Drawings or prints showing such improvements or alterations as finally constructed shall be furnished the District Engineer after completion of the work.

(6) It shall be the duty of the superintendent to submit a semiannual report to the District Engineer covering inspection, maintenance, and operation of the protective works.

(7) The District Engineer or his authorized representatives shall have access at all times to all portions of the protective works.

(8) Maintenance measures or repairs which the District Engineer deems necessary shall be promptly taken or made.

(9) Appropriate measures shall be taken by local authorities to insure that the activities of all local organizations operating public or private facilities connected with the protective works are coordinated with those of the Superintendent's organization during flood periods.

(10) The War Department will furnish local interests with an Operation and Maintenance Manual for each completed project, or separate useful part thereof, to assist them in carrying out their obligations under these regulations.

(b) *Levees*—(1) *Maintenance.* The Superintendent shall provide at all times such maintenance as may be required to insure serviceability of the structures in time of flood. Measures shall be taken to promote the growth of sod, exterminate burrowing animals, and to provide for routine mowing of the grass and weeds, removal of wild growth and drift deposits, and repair of damage caused by erosion or other forces. Where practicable, measures shall be taken to retard bank erosion by planting of willows or other suitable growth on areas riverward of the levees. Periodic inspections shall be made by the Superintendent to insure that the above maintenance measures are being effectively carried out and, further, to be certain that:

(i) No unusual settlement, sloughing, or material loss of grade or levee cross section has taken place;

(ii) No caving has occurred on either the land side or the river side of the levee which might affect the stability of the levee section;

(iii) No seepage, saturated areas, or sand boils are occurring;

(iv) Toe drainage systems and pressure relief wells are in good working condition, and that such facilities are not becoming clogged;

(v) Drains through the levees and gates on said drains are in good working condition;

(vi) No revetment work or riprap has been displaced, washed out, or removed;

(vii) No action is being taken, such as burning grass and weeds during inappropriate seasons, which will retard or destroy the growth of sod;

(viii) Access roads to and on the levee are being properly maintained;

(ix) Cattle guards and gates are in good condition;

(x) Crown of levee is shaped so as to drain readily, and roadway thereon, if any, is well shaped and maintained;

(xi) There is no unauthorized grazing or vehicular traffic on the levees;

(xii) Encroachments are not being made on the levee right-of-way which might endanger the structure or hinder its proper and efficient functioning durin times of emergency.

Such inspections shall be made immediately prior to the beginning of the flood season; immediately following each major high water period, and otherwise at intervals not exceeding 90 days; and such intermediate times as may be necessary to insure the best possible care of the levee. Immediate steps will be taken to correct dangerous conditions disclosed by such inspections. Regular maintenance repair measures shall be accomplished during the appropriate season as scheduled by the Superintendent.

(2) *Operation.* During flood periods the levee shall be patrolled continuously to locate possible sand boils or unusual wetness of the landward slope and to be certain that:

(i) There are no indications of slides or sloughs developing;

(ii) Wave wash or scouring action is not occurring;

(iii) No low reaches of levee exist which may be overtopped;

(iv) No other conditions exist which might endanger the structure.

Appropriate advance measures will be taken to insure the availability of adequate labor and materials to meet all contingencies. Immediate steps will be taken to control any condition which endangers the levee and to repair the damaged section.

(c) *Flood walls.*—(1) *Maintenance.* Periodic inspections shall be made by the Superintendent to be certain that:

(i) No seepage, saturated areas, or sand boils are occurring;

(ii) No undue settlement has occurred which affects the stability of the wall or its water tightness;

(iii) No trees exist, the roots of which might extend under the wall and offer accelerated seepage paths;

(iv) The concrete has not undergone cracking, chipping, or breaking to an extent which might affect the stability of the wall or its water tightness;

(v) There are no encroachments upon the right-of-way which might endanger the structure or hinder its functioning in time of flood;

(vi) Care is being exercised to prevent accumulation of trash and debris adjacent to walls, and to insure that no fires are being built near them;

(vii) No bank caving conditions exist riverward of the wall which might endanger its stability;

(viii) Toe drainage systems and pressure relief wells are in good working condition, and that such facilities are not becoming clogged.

Such inspections shall be made immediately prior to the beginning of the flood season, immediately following each major high water period, and otherwise at intervals not exceeding 90 days. Measures to eliminate encroachments and effect repairs found necessary by such inspections shall be undertaken immediately. All repairs shall be accomplished by methods acceptable in standard engineering practice.

(2) *Operation.* Continuous patrol of the wall shall be maintained during flood periods to locate possible leakage at monolith joints or seepage underneath the wall. Floating plant or boats will not be allowed to lie against or tie up to the wall. Should it become necessary during a flood emergency to pass anchor cables over the wall, adequate measures shall be taken to protect the concrete and construction joints. Immediate steps shall be taken to correct any condition which endanger the stability of the wall.

(d) *Drainage structures*—(1) *Maintenance.* Adequate measures shall be taken to insure that inlet and outlet channels are kept open and that trash, drift, or debris is not allowed to accumulate near drainage structures. Flap gates and manually operated gates and valves on

Army-Port. Dist., Oreg.

drainage structures shall be examined, oiled, and trial operated at least once every 90 days. Where drainage structures are provided with stop log or other emergency closures, the condition of the equipment and its housing shall be inspected regularly and a trial installation of the emergency closure shall be made at least once each year. Periodic inspections shall be made by the Superintendent to be certain that:

(i) Pipes, gates, operating mechanism, riprap, and headwalls are in good condition;

(ii) Inlet and outlet channels are open;

(iii) Care is being exercised to prevent the accumulation of trash and debris near the structures and that no fires are being built near bituminous coated pipes;

(iv) Erosion is not occurring adjacent to the structure which might endanger its water tightness or stability.

Immediate steps will be taken to repair damage, replace missing or broken parts, or remedy adverse conditions disclosed by such inspections.

(2) *Operation.* Whenever high water conditions impend, all gates will be inspected a short time before water reaches the invert of the pipe and any object which might prevent closure of the gate shall be removed. Automatic gates shall be closely observed until it has been ascertained that they are securely closed. Manually operated gates and valves shall be closed as necessary to prevent inflow of flood water. All drainage structures in levees shall be inspected frequently during floods to ascertain whether seepage is taking place along the lines of their contact with the embankment. Immediate steps shall be taken to correct any adverse condition.

(e) *Closure structures*—(1) *Maintenance.* Closure structures for traffic openings shall be inspected by the superintendent every 90 days to be certain that:

(i) No parts are missing;

(ii) Metal parts are adequately covered with paint;

(iii) All movable parts are in satisfactory working order,

(iv) Proper closure can be made promptly when necessary;

(v) Sufficient materials are on hand for the erection of sand bag closures and that the location of such materials will be readily accessible in times of emergency.

Tools and parts shall not be removed for other use. Trial erections of one or more closure structures shall be made once each year, alternating the structures chosen so that each gate will be erected at least once in each 3-year period. Trial erection of all closure structures shall be made whenever a change is made in key operating personnel. Where railroad operation makes trial erection of a closure structure infeasible, rigorous inspection and drill of operating personnel may be substituted therefor. Trial erection of sand bag closures is not required. Closure materials will be carefully checked prior to and following flood periods, and damaged or missing parts shall be repaired or replaced immediately.

(2) *Operation.* Erection of each movable closure shall be started in sufficient time to permit completion before flood waters reach the top of the structure sill. Information regarding the proper method of erecting each individual closure structure, together with an estimate of the time required by an experienced crew to complete its erection will be given in the Operation and Maintenance Manual which will be furnished local interests upon completion of the project. Closure structures will be inspected frequently during flood periods to ascertain that no undue leakage is occurring and that drains provided to care for ordinary leakage are functioning properly. Boats or floating plant shall not be allowed to tie up to closure structures or to discharge passengers or cargo over them.

(f) *Pumping plants*—(1) *Maintenance.* Pumping plants shall be inspected by the Superintendent at intervals not to exceed 30 days during flood seasons and 90 days during off-flood seasons to insure that all equipment is in order for instant use. At regular intervals, proper measures shall be taken to provide for cleaning plant, buildings, and equipment, repainting as necessary, and lubricating all machinery Adequate supplies of lubricants for all types of machines, fuel for gasoline or diesel powered equipment, and flash lights or lanterns for emergency lighting shall be kept on hand at all times. Telephone service shall be maintained at pumping plants. All equipment, including switch gear, transformers, motors, pumps, valves, and gates shall be trial operated and checked at least once every 90 days. Megger tests of all insulation shall be made whenever wiring has been subjected to undue dampness and otherwise at intervals not to exceed one year. A record shall be kept showing the results of such tests. Wiring disclosed to be in an unsatisfactory condition by such tests shall be brought to a satisfactory condition or shall be promptly replaced Diesel and gasoline engines shall be started at such intefvals and allowed to run for such length of time as may be necessary to insure their serviceability in times of emergency. Only skilled electricians and mechanics shall be employed on tests and repairs. Operating personnel for the plant shall be present during tests. Any equipment removed from the station for repair or replacement shall be returned or replaced as soon as practicable and shall be trial operated after reinstallation. Repairs requiring removal of equipment from the plant shall be made during off-flood seasons insofar as practicable.

(2) *Operation.* Competent operators shall be on duty at pumping plants whenever it appears that necessity for pump operation is imminent. The operator shall thoroughly inspect, trial operate, and place in readiness all plant equipment. The operator shall be familiar with the equipment manufacturers' instructions and drawings and with the "Operating Instructions" for each station. The equipment shall be operated in accordance with the above-mentioned "Operating Instructions" and care shall be exercised that proper lubrication is being applied all equipment, and that no overheating, undue vibration or noise is occurring. Immediately upon final recession of flood waters, the pumping station shall be thoroughly cleaned, pump house sumps flushed, and equipment thoroughly inspected, oiled and greased. A record or log of pumping plant operation shall be kept for each station, a copy of which shall be furnished the District Engineer following each flood.

(g) *Channels and floodways* — (1) *Maintenance.* Periodic inspections of improved channels and floodways shall be made by the Superintendent to be certain that:

(i) The channel or floodway is clear of debris, weeds, and wild growth;

(ii) The channel or floodway is not being restricted by the depositing of waste materials, building of unauthorized structures or other encroachments;

(iii) The capacity of the channel or floodway is not being reduced by the formation of shoals;

(iv) Banks are not being damaged by rain or wave wash, and that no sloughing of banks has occurred;

(v) Riprap sections and deflection dikes and walls are in good condition;

(vi) Approach and egress channels adjacent to the improved channel or floodway are sufficiently clear of obstructions and debris to permit proper functioning of the project works.

Such inspections shall be made prior to the beginning of the flood season and otherwise at intervals not to exceed 90 days. Immediate steps will be taken to remedy any adverse conditions disclosed by such inspections. Measures will be taken by the Superintendent to promote the growth of grass on bank slopes and earth deflection dikes. The Superintendent shall provide for periodic repair and cleaning of debris basins, check dams, and related structures as may be necessary.

(2) *Operation.* Both banks of the channel shall be patrolled during periods of high water, and measures shall be taken to protect those reaches being attacked by the current or by wave wash. Appropriate measures shall be taken to prevent the formation of jams of ice or debris. Large objects which become lodged against the bank shall be removed. The improved channel or floodway shall be thoroughly inspected immediately following each major high water period. As soon as practicable thereafter, all snags and other debris shall be removed and all damage to banks, riprap, deflection dikes and walls, drainage outlets, or other flood control structures repaired.

(h) *Miscellaneous facilities* — (1) *Maintenance.* Miscellaneous structures and facilities constructed as a part of the protective works and other structures and facilities which function as a part of, or affect the efficient functioning of the protective works, shall be periodically inspected by the Superintendent and appropriate maintenance measures taken. Damaged or unserviceable parts shall be repaired or replaced without delay. Areas used for ponding in connection with pumping plants or for temporary storage of interior run-off during flood periods shall not be allowed to become filled with silt, debris, or dumped material. The Superintendent shall take proper steps to prevent restriction of bridge openings and, where practicable, shall provide for temporary raising during floods of bridges which restrict channel capacities during high flows.

(2) *Operation.* Miscellaneous facilities shall be operated to prevent or reduce flooding during periods of high water. Those facilities constructed as a part of the protective works shall not be used for purposes other than flood protection without approval of the District Engineer unless designed therefor. (49 Stat. 1571, 50 Stat. 877; and 55 Stat. 638; 33 U.S.C. 701c; 701c–1) (Regs. 9 August 1944, CE SPEWF)

[SEAL] J. A. ULIO,
Major General,
The Adjutant General.

[F. R. Doc. 44–12285; Filed, August 16, 1944; 9:44 a. m.]

INFORMATION CIRCULAR

APPLICATIONS FOR AUTHORITY TO EXECUTE WORK OR ERECT STRUCTURES IN OR ON THE LEVEES OF THE DRAINAGE AND DIKING DISTRICTS IMPROVED UNDER THE 1936 FLOOD CONTROL ACT

1. The purpose of this circular is to furnish information for the assistance of parties applying for authority to execute placing of any structure, performing any revisions, or conducting any work within the established limits of a diking or drainage district levee right-of-way.

2. The Congress of the United States has recognized the problem of flood control as a Federal responsibility since 1936. Local interests are required to operate and maintain completed flood control projects constructed pursuant to Section 3 of the Act of Congress approved June 22, 1936, as amended and supplemented. (41 Stat. 1571; 50 Stat. 877; and 55 Stat. 638; 33 U.S.C. 701c and 701c-1.) Certain regulations pertaining to maintenance and operation of flood control works were promulgated in Title 33 Code of Federal Regulations, Chapter 2, Part 208, Section 208.10.

3. Section 208.10(5) prohibits any improvement, excavation, construction, or alteration within the limits of project rights-of-way without prior determination by the District Engineer of the Corps of Engineers that such improvement, excavation, construction, or alteration will not adversely affect the functioning of the protective facilities.

4. Therefore, any person or agency desiring to execute work or erect structures in or on the levees of any drainage or diking district right-of-way improved under the 1936 Flood Control Act will observe and conform strictly to the following procedure:

a. Application will be made in writing to the drainage or diking district officials for a letter of permission. The application will set forth in adequate detail the nature and purpose of the proposed work and will be accompanied by five sets of plans of the contemplated work. It is necessary in important cases that the plans be drawn and certified by a registered professional engineer of the state in which the work is to be performed. The plans submitted shall include a cross-sectional view through the structure showing the levee at the site of the proposed work and extending from low water on the outside to not less than 100 feet inside of the interior right-of-way line, or the extremity of the work, whichever is the farther. The plans shall indicate elevations of low water, top of levee, and pertinent elevations of the proposed work based on mean sea level datum. The proposed work shown on the plans shall be located from and referenced to well-established points or levee survey

Encl 2

lines and stationing shown on Corps of Engineers' maps of the affected district so that exact locations may be determined. The above-referenced maps may be viewed without charge at the office of the District Engineer, Corps of Engineers, 2850 S. E. 82nd Street, Portland, Oregon.

b. The proposed structures as indicated by the plans and letter of application will be reviewed by the local drainage or diking district officials for approval. Said diking or drainage district officials should request any alterations or revisions considered necessary in the plans before they approve the same.

c. Upon approval of the plans for the proposed work by the diking or drainage district officials, they will be forwarded to the office of the District Engineer, Corps of Engineers, 2850 S. E. 82nd Street, Portland, Oregon (mailing address - P. O. Box 2946, Portland, Oregon 97208), for his review and approval. The plans and application will then be examined by him in order to determine that the proposed structures are adequate, desirable, and permissible in order that the integrity of the levee shall not be unduly endangered or the levee section encroached upon to the extent that it will result in an inherently dangerous flood hazard. If the plans submitted do not conform to these requirements, they will be returned to the applicant through the diking or drainage district officials in order that necessary revisions may be made, after which the plans may be resubmitted.

d. Upon approval by the District Engineer of the Corps of Engineers and the local diking or drainage district, the plans will be so marked and signed. Three copies of the approved plans will be retained in the District Office of the Corps of Engineers and two copies will be returned to the drainage or diking district officials. The drainage or diking district officials will retain one copy of the approved plans and return one set to the applicant with a letter of approval permitting execution of the work in the manner indicated.

5. It is expected that any work performed by any person or agency under a letter of permission will conform rigidly to standard engineering practices and to specifications of the Corps of Engineers, if so indicated, particularly in the replacement of levee material or revetments disturbed during the course of the work. The letter of permission may in this regard require the presence of and supervision by a Government inspector to be provided by the Corps of Engineers.

6. The person or agency performing the work will be required to clean up the site of the work, redress the levee section, and seed the areas of new work to conform as nearly as possible to the conditions existing at the site prior to initiation of the work.

7. The information contained in this circular shall be in effect from the date of issue unless modified or rescinded.

Dated this 26th day of June 1970.

PAUL D. TRIEM
Colonel, Corps of Engineers
District Engineer

Presidential Documents

Title 3—THE PRESIDENT

Executive Order 11296

EVALUATION OF FLOOD HAZARD IN LOCATING FEDERALLY OWNED OR FINANCED BUILDINGS, ROADS, AND OTHER FACILITIES, AND IN DISPOSING OF FEDERAL LANDS AND PROPERTIES

WHEREAS uneconomic uses of the Nation's flood plains are occurring and potential flood losses are increasing despite substantial efforts to control floods; and

WHEREAS national and regional studies of areas and property subject to flooding indicate a further increase in flood damage potential and flood losses, even with continuing investment in flood protection structures; and

WHEREAS the Federal Government has extensive and continuing programs for the construction of buildings, roads, and other facilities and annually disposes of thousands of acres of Federal lands in flood hazard areas, all of which activities significantly influence patterns of commercial, residential, and industrial development; and

WHEREAS the availability of Federal loans and mortgage insurance and land use planning programs are determining factors in the utilization of lands:

NOW, THEREFORE, by virtue of the authority vested in me as President of the United States, it is hereby ordered as follows:

SECTION 1. The heads of the executive agencies shall provide leadership in encouraging a broad and unified effort to prevent uneconomic uses and development of the Nation's flood plains and, in particular, to lessen the risk of flood losses in connection with Federal lands and installations and federally financed or supported improvements. Specifically:

(1) All executive agencies directly responsible for the construction of Federal buildings, structures, roads, or other facilities shall evaluate flood hazards when planning the location of new facilities and, as far as practicable, shall preclude the uneconomic, hazardous, or unnecessary use of flood plains in connection with such facilities. With respect to existing Federally owned properties which have suffered flood damage or which may be subject thereto, the responsible agency head shall require conspicuous delineation of past and probable flood heights so as to assist in creating public awareness of and knowledge about flood hazards. Whenever practical and economically feasible, flood proofing measures shall be applied to existing facilities in order to reduce flood damage potential.

(2) All executive agencies responsible for the administration of Federal grant, loan, or mortgage insurance programs involving the construction of buildings, structures, roads, or other facilities shall evaluate flood hazards in connection with such facilities and, in order to minimize the exposure of facilities to potential flood damage and the need for future Federal expenditures for flood protection and flood disaster relief, shall, as far as practicable, preclude the uneconomic, hazardous, or unnecessary use of flood plains in such connection.

Encl 3

(3) All executive agencies responsible for the disposal of Federal lands or properties shall evaluate flood hazards in connection with lands or properties proposed for disposal to non-Federal public instrumentalities or private interests and, as may be desirable in order to minimize future Federal expenditures for flood protection and flood disaster relief and as far as practicable, shall attach appropriate restrictions with respect to uses of the lands or properties by the purchaser and his successors and may withhold such lands or properties from disposal. In carrying out this paragraph, each executive agency may make appropriate allowance for any estimated loss in sales price resulting from the incorporation of use restrictions in the disposal documents.

(4) All executive agencies responsible for programs which entail land use planning shall take flood hazards into account when evaluating plans and shall encourage land use appropriate to the degree of hazard involved.

SEC. 2. As may be permitted by law, the head of each executive agency shall issue appropriate rules and regulations to govern the carrying out of the provisions of Section 1 of this order by his agency.

SEC. 3. Requests for flood hazard information may be addressed to the Secretary of the Army or, in the case of lands lying in the basin of the Tennessee River, to the Tennessee Valley Authority. The Secretary or the Tennessee Valley Authority shall provide such information as may be available, including requested guidance on flood proofing. The Department of Agriculture, Department of the Interior, Department of Commerce, Department of Housing and Urban Development, and Office of Emergency Planning, and any other executive agency which may have information and data relating to floods shall cooperate with the Secretary of the Army in providing such information and in developing procedures to process information requests.

SEC. 4. Any requests for appropriations for Federal construction of new buildings, structures, roads, or other facilities transmitted to the Bureau of the Budget by an executive agency shall be accompanied by a statement by the head of the agency on the findings of his agency's evaluation and consideration of flood hazards in the development of such requests.

SEC. 5. As used in this order, the term "executive agency" includes any department, establishment, corporation, or other organizational entity of the executive branch of the Government.

SEC. 6. The executive agencies shall proceed immediately to develop such procedures, regulations, and information as are provided for in, or may be necessary to carry out, the provisions of Sections 1, 2, and 3 of this order. In other respects this order shall take effect on January 1, 1967.

LYNDON B. JOHNSON

THE WHITE HOUSE,
August 10, 1966.

[F.R. Doc. 66-8838; Filed, Aug. 10, 1966; 12:14 p.m.]

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JAN 20 1971

FOR FILE

Coast
Bridges
A-Z
Sanderson Br

Salem, Oregon
January 20, 1971

Environmental Study Committee
Meeting, January 19, 1971

Mr. R. W. Ellison
Asst. Program & Planning Engr.

Mr. Adrian Olson
Preliminary Design Engineer

Mr. Roy Olson
Landscape Engineer

B U I L D I N G

Discussion was held on the following proposals for which environmental impact statements are required prior to February 1, 1971:

Interstate Highway I-205	Comments added regarding additional studies on sound impacts and a watersource problem. Figures were clarified as to displaced families.
La Grande-Island City	Changed location of statement about 16-foot median.
Sanderson Bridge	Approved as written.
Reedway-Clackamas Co. Line	Changed median from 16' to 4'. Added left turn at Tacoma Avenue.

Mr. William Tebeau attended and was asked to submit comments on the above.

S. J. Couper
Environmental Coordinator

SJC:ia

cc: F. B. Klaboe
W. H. Tebeau

Oregon State Highway Division
Program & Planning Section

ALBANY-LYONS HIGHWAY

SANDERSON BRIDGE SECTION

Environmental Impact Statement:

The Albany-Lyons Highway is a state secondary route serving ral small communities lying between the routes of the North and South Santiam Highways. It is tributary to the Albany-Corvallis population center and is a direct route from that part of the Willamette Valley to recreational features in the Detroit and Mt. Jefferson areas.

Truck traffic accounts for 13% of the number of vehicles using this route and is composed largely of logging vehicles, farm-to-market trucks, and commercial haulers. Recreational traffic includes many vehicles with boat or camping trailer combinations.

That part of the route under consideration includes the rural village of Crabtree and a structure over the South Santiam River. The road meanders through the clutter of this community in a series of curves with a minimum of sight distance for passing. The bridge is facing retirement through obsolescence. It is narrow by modern standards and has a 15 mph speed limit with not more than one heavy vehicle per span at one time.

The study to develop a new bridge site led to the belief that a new route could be selected that would better serve both the local

community and the through traffic than would be accomplished by upgrading the existing road. Accordingly, two other corridors were compared.

Preliminary reconnaissance indicated that the first alternate would require approximately a mile of new right of way. It would have less total curvature than the present road but would follow the present location through the town of Crabtree and continue on a tangent to the point of crossing the river. The structure and approaches would be on a 6° curve to connect with the present roadway.

The right of way required for the structure crosses a parcel of county-owned property used as a material source and crusher plant. This taking would virtually prohibit the county's use of the site. The balance of the right of way is partly through woodland pasture and cropland. There are no businesses or residences displaced, but in one farmstead area an irrigation well would be taken. The estimated total cost of this alternate is $1,890,000, which is $80,000 greater than the cost of upgrading the existing road.

The second alternate is essentially a bowstring alignment with relatively slight curvature and is entirely on a new location that bypasses the town completely. It is nearly parallel to the first alternate and traverses much the same type of terrain, about one-half mile south of the town. The connections to the existing road are tangential and the proposed alignment is gradually deflected where required to avoid established residences or commercial facilities. This specific location conforms with the local Council of Government's transportation plan in detail.

The route is designated a principal arterial highway. Joint planning enables all agencies to look ahead in preparing for the orderly development of the community. In this instance, the right of way will be acquired for a future four-lane road, while construction is planned for only two lanes on this project.

The right of way for the second alternate which was determined by location and design studies will require displacement of two family residences. One is on the Albany-Lyons Highway relocation section and the other on the extension of a county road connection to the proposed highway. The first one is capable of being moved to an adjacent site on the owner's property; the other will be dismantled. Studies indicate a general shortage of housing available in the community.

The resulting free flow of traffic on this route will be reflected in reduction of noise and air pollution. Less traffic through town will aid in the local operation of fire equipment and other emergency vehicles and will contribute towards the safety of school children and other pedestrians. The foregoing can be considered a "trade off" for the abstraction of approximately 30 acres of cropland and some required woodland area for the highway and a connecting county road extension.

Although this alternate is greater in original cost than either of the other two (being estimated at $2,080,000), it is the most acceptable choice. The annual cost to the road user, however, will be substantially less because of the elimination of several curves, a shorter and

faster roadway and avoidance of traffic involvement through the town. On completion of the new route, the present highway operation and maintenance will become the responsibility of Linn County by prior agreement.

The South Santiam River in this area has a limited population of resident game fish but serves as an avenue of migration for anadromous species. Therefore, during construction of a bridge and approaches, it will be required by specifications that a contractor exercise care to avoid disturbance to the fish through siltation or other damaging activity.

Because the immediate vicinity offers little to a contractor in the way of goods and services or as a supply of labor, it is anticipated that there will be relatively little impact felt in the local economy.

Opportunity for one or two service stations may develop at the ends of this section, but in other parts of the community no great change in property value is expected.

Since the economy of the business community is of general nature and not dependent on tourism, the loss of trade resulting from a bypass route would be minimal.

A railroad crossing is planned at grade, but if in the future an overcrossing is necessary, it will require additional right of way.

7790

Salem, Oregon
January 20, 1971

Environmental Reports

Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

On Tuesday, January 19, 1971, the Environmental Study Committee met to review two newly prepared impact statements and to update two that had previously been reviewed.

The following comments reflect the considered opinions of those present: R. W. Ellison, Adrian Olson, Stu Couper, and Bill Tebeau. Roy Olson was not present due to illness.

The updated material for I-205 included statements regarding continuing studies in acoustics and possible involvement of a private water-source for a small lake.

The changes suggested for the La Grande-Island City report merely involved semantics and sentence structure. No mention was made of any proposed shortening of the ultimate construction work since the report covered all of the testimony and data including that for the Island City area.

The recently prepared statement for McLaughlin Boulevard Reedway-Clackamas County Line follows the recent guidelines from FHWA as interpreted for future submittals of final environmental statements.

The Sanderson Bridge statement is based on a discussion of the relative merits of three corridors. There was no design hearing required.

All are to be included in design approval requests which will be submitted prior to the FHWA February 1 deadline for receiving design approval.

It appears to the committee that consideration of the social, ecological, and environmental effects is adequate.

R. W. Ellison
Chairman, Environmental Study Committee

Attachments

RWE:ia

cc: L. H. Young
Adrian Olson
Roy Olson
W. H. Tebeau
Stu Couper

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Sanderson Bridge Section
Albany-Lyons Highway
Linn County
1/15/71 19.....

FROM: Applicant Agency ..... State Highway Division ..... Salem (Address)

Contact Person ..... L. H. Young ..... 6563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes..... No X ..... (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District ..... 4 (Four) ..... City ..... --

County ..... Linn ..... Special District(s) (if applicable) ..... --

Other affected jurisdictions/agencies ..... --

3. **Federal Program**

Common Program Name ..... Federal Aid Secondary

Authorizing Legislation ..... Title 23, U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept. ..... of Transportation ..... Original Application X

Agency ..... Federal Highway Administration ..... Renewal Application .....

---

4. **Estimated Project Cost**

Federal Share $ ..... 1,300,000 .....
Loan ..... Grant ..X..
Local Applicant Share (--) (if any) $ ..... --

State Agency Share $ ..... 875,000 .....

Other (Specify) $ ..... --

Total $ ..... 2,175,000 .....

Source of State Agency Share

General Fund $ ..... --

Other Funds (specify) $ ..... --

Indirect Cost Reimbursement

No ..X..... Yes ..... $ ..... (Approx)

Will Federal share change: No ..X.....

Yes, from ..... % to ..... %

When .....

5. **Period Covered by Projects**

Beginning date March 1972
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) 12 months

Approximate ending date April 1973

Will renewal be requested? Yes ..... No X

6. **Estimated Application Filing Date** February 15, 1971

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

SANDERSON BRIDGE SECTION, Albany-Lyons Highway, Linn County

This project will consist of preliminary engineering, right-of-way acquisition, grading, paving, structure, and incidental work to replace the existing Sanderson Bridge and its approaches on new and improved alignment.

Length of Project	3.24 miles
Estimated ADT	1968 = 1750 1989 = 2550
Typical Section	The proposed facility will be a two lane highway having two 12-foot travel lanes with 10-foot shoulders.
Structures	There will be a major stream crossing over the South Santiam River.
Railroad	An at grade crossing is proposed in crossing the S. P. T. Co. tracks near the community of Crabtree.

This project is related to the "Goals for a Livable Oregon" by the up-dating of this portion of the federal-aid secondary system to present standards.

See attached map for geographical location.

OREGON STATE HIGHWAY DIVISION

Design Hearing Map

SANDERSON BRIDGE SECTION

ALBANY- LYONS HIGHWAY

LINN COUNTY

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED

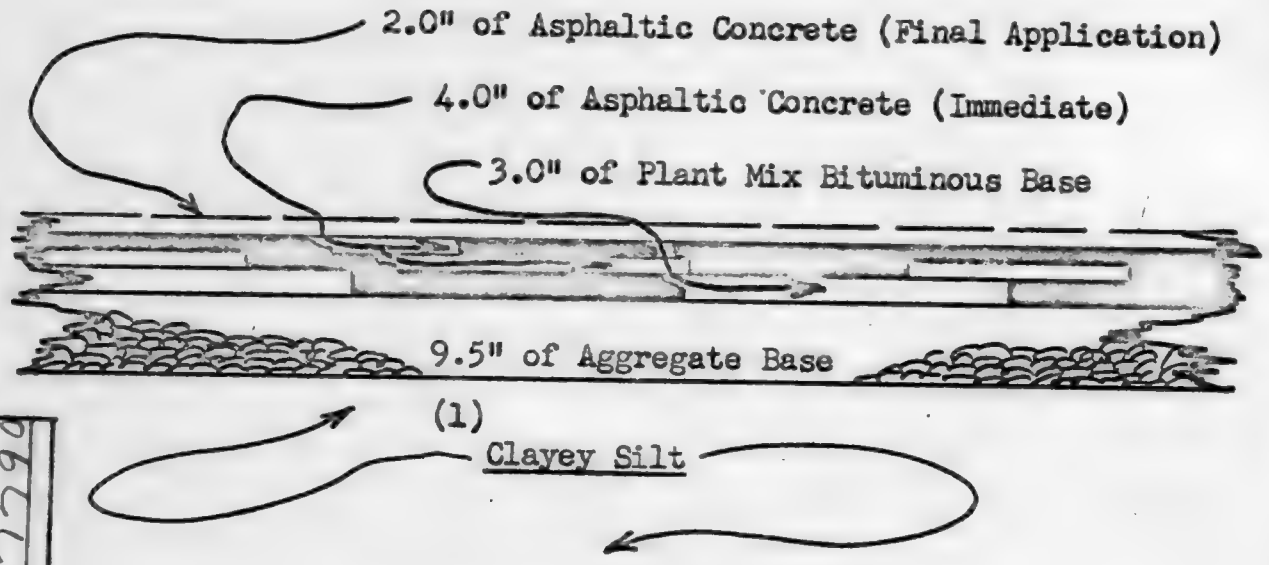
Section SANDERSON BRIDGE Highway Albany-Lyons (FAR 220) County Linn Prefix 122-1495

Res. Engr. K. D. Wolfe Approx. Length 2.49 Miles. M.P. XXX. 0.73 to M.P. XXX. 3.60 Date 3-31-70

Mean Truck A.D.T. 274 Traffic Coefficient 8.4 18 kip s.a. per day 73.7.

Annual Precipitation 51"± Frost Penetration - - - -.

(1)
Typical Soil
43 LL
9 PI
93 %P 10
78 %P200
7 %Gravel
1 %C Sand
14 %F Sand
51 %Silt
27 %Clay
9 "R" Value


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
3.0" of Plant Mix Bituminous Base
9.5" of Aggregate Base
(1)
Clayey Silt

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C.(F
	8.0	4.0	A.C.(I
	5.5	3.0	P.M.B.I
	9.5	9.5	A.Base
27.0	27.0	18.5	

AASHO CLASSIFICATION:
A-5 (9)

MATERIAL SOURCES:
To be determined by the Engineer.

See Page 2 for remarks.

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NOTED
F. B. KLABOE

Submitted by E. J. Heyer for Staff Assistant

Recommended by L. E. Wilson Asst. Engineer of Materials

Recommended by L. F. Weber Asst Construction Engineer

Approved by F. B. Klaboe Asst. State Highway Engineer

3-31-70

Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED

Section SANDERSON BRIDGE Highway Albany-Lyons (FAR 220) County Linn Prefix 122-1495

Res. Engr. K. D. Wolfe Approx. Length 2.49 Miles. M.P. XXX. 0.73 to M.P. XXX. 3.60 Date 3-31-70

Mean

Truck A.D.T. 274 Traffic Coefficient 8.4 18 kip s.a. per day 73.7.

Annual Precipitation 51"± Frost Penetration - - - -.

(1)

Typical Soil

43 LL
9 PI
93 %P 10
78 %P200
7 %Gravel
1 %C Sand
14 %F Sand
51 %Silt
27 %Clay
9 "R" Value

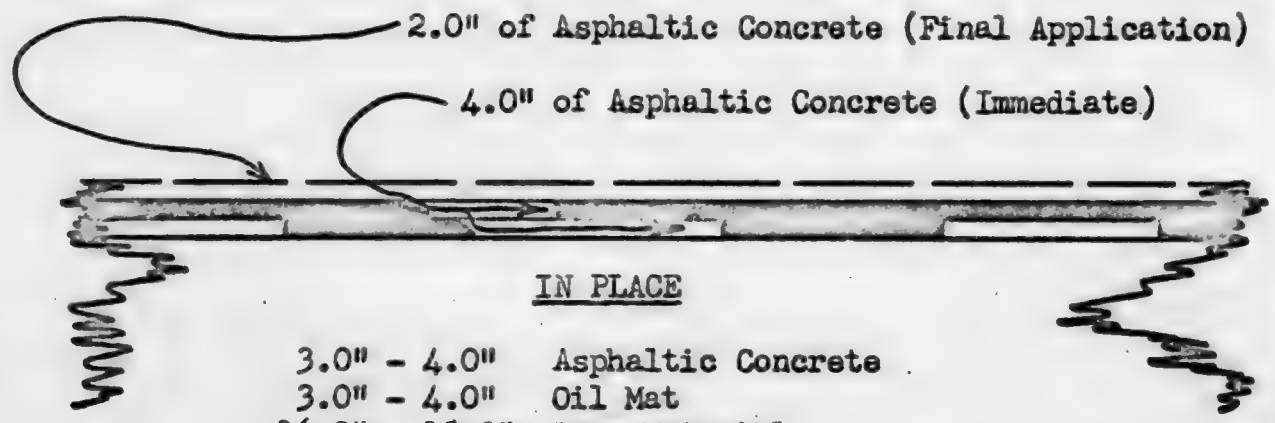
AASHO CLASSIFICATION:

A-5 (9)

MATERIAL SOURCES:

To be determined by the Engineer.

EXISTING ROADWAY
(Where Utilized)



IN PLACE

3.0" - 4.0" Asphaltic Concrete
3.0" - 4.0" Oil Mat
16.0" - 18.0" Base Material

Condition Survey completed March 1969.

	CBE Total Req.	Credit	Actual Thick.	
OVERLAY				
	4.0		2.0	A.C.(FA
	8.0		4.0	A.C.(I)
IN PLACE Average				
	5.0		3.5	A.C.
	3.5		3.5	Oil
	8.5		17.0	Base
27.0	29.0		30.0	

cc:

SECTION: SANDERSON BRIDGE

HIGHWAY: Albany-Lyons

COUNTY: Linn

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Aggregate Base	Aggregate Base	"CBE" Total Requirement	Actual Thickness
7.0 - 8.0	3.5"	3.0"	—	11.5"	24.0"	18.0"
6.0 - 7.0	3.0"	3.0"	—	9.5"	21.0"	15.5"
5.0 - 6.0	2.0"	—	2.0"	11.5"	17.5"	15.5"
Cars Only	2.0"	—	2.0"	7.0"	13.0"	11.0"

Remarks:

The Project Base Design has been revised to update traffic from a design year of 1967 to 1970, and to plan for "Stage Construction".

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0 "	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8 "	Crushed Base
1.0"	Cement Treated Base	=	1.8 "	Crushed Base
1.0"	Oil Mat	=	1.1 "	Crushed Base
1.0"	Stone Subbase	=	0.8 "	Crushed Base
1.0"	Lime Treated Subgrade	=	0.8 "	Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

EXISTING ROADWAY CREDITS

1.0"	Asphaltic Concrete	=	1.5"	Crushed Base
1.0"	Oil Mat	=	1.0"	Crushed Base
1.0"	Base Material	=	0.5"	Crushed Base

TRAFFIC ANALYSIS

SECTION: SANDERSON BRIDGE

HIGHWAY: Albany-Lyons

COUNTY: Linn

1600 Present ADT (1970)

13 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	125	1.6	200	163	450	73,350
3	30	1.6	48	39	1000	39,000
4	5	1.6	8	7	1250	8,750
5	50	1.6	80	65	3180	206,700
6	0	---	---	---	2570	- - - -
				274	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 327,800

TWENTY YEAR EWL 6,556,000

TRAFFIC COEFFICIENT 8.4

SECTION: SANDERSON BRIDGE

HIGHWAY: Albany-Lyons (FAR 200)

COUNTY: Linn

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made. The project for most part will be on a low fill section. Minor settlement is anticipated and A.C. is more adaptable for ease of maintenance. Traffic does not warrant the use of C.R.P.C.C.

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PREFIX NO. 122-1495

ADDENDUM "A" TO LOCATION PROSPECTUS
SANDERSON BRIDGE SECTION
ALBANY-LYONS HIGHWAY
LINN COUNTY

11-17-69

The following addendum is submitted to revise and correct the above-named prospectus:

PARAGRAPHS 1 THROUGH 10: Correct as per original prospectus.

PARAGRAPH 11: Delete and replace with the following:

ACCESS: Limited to location.

PARAGRAPHS 12 THROUGH 15: Correct as per original prospectus.

November 17, 1969
Oregon State Game Commission
Fish Commission of Oregon
Bureau of Public Roads (3)
R.D. Asburry (4)
Forrest Cooper
Tom Edwards
F.B. Klaboe
V.D. Wolfe
D.J. Barbee
F.B. Crandall
F.L. Hall
E.S. Hunter
Ivan Merchant (4)
D.H. Moehring (3)
F.D. Morgan
L.H. Young
J.M. Cartwright (2)
R.N. Chase
H.S. Cox (2)
B.L. Gifford
W.N. Hackleman
V.J. Johnson
A.D. Olson
R.E. Olson
Jack Rowland
Robert Royer
C.G. Swenson
W.H. Tebeau
F.E. Terpin
F.W. Yarbrough (2)

NOTED
R. L. FORTER

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AUG 26 1969
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OREGON STATE HIGHWAY DEPARTMENT

7790

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

August 20, 1969

Southern Pacific Company
324 Union Station
Portland, Oregon 97209

Re: Corridor Hearing
Sanderson Bridge Section
Albany-Lyons Highway
Linn County

ATTENTION: Mr. E. A. Kendrew

Gentlemen:

Reference is made to Mr. A. W. Kilborn's letter of August 15 which requested additional information regarding crossing of railroad tracks on the above proposed project.

As stated in Mr. Floyd Query's letter of August 11, the hearing scheduled for September 18 is an informational corridor hearing. The purpose of the hearing is to inform the public of the proposed route or routes of the subject project and to discuss any attendant problems.

The State will not perform any field location or design until such time as the findings of the corridor hearing have been reviewed and a route selected. We are therefore unable to supply you with detailed maps or plans relative to the corssing of your railroad tracks by the proposed project.

Further information will be forwarded to you as it becomes available.

Very truly yours,

F. D. Morgan
Construction Engineer

By: James Lathwight
for T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
cc: Southern Pacific - San Francisco

cc: F. B. Klaboe
R. D. Asburry
F. W. Sugnet

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AUG 20 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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AUG 1 1969
PLANNING

7750

MEMO TO THE FILES
July 30, 1969

Sanderson Bridge Section
Albany-Lyons Highway #211
Linn County

This date Mr. R. D. Asburry, Division Engineer, P. B. Arensmeier, County-City, Ken Wolfe, Resident Engineer, and Vic Berning, Program and Planning, met with Judge Mullen, Commissioner Ingram, and County Engineer Richard Dalke at the Linn County Courthouse pertaining to the Sanderson Bridge proposal.

The Court requested the meeting to discuss some of the details of a possible hearing and subsequent construction, etc. They reiterated their previously stated preference of Corridor #3, particularly if Gilkey County Road can be extended to connect with that corridor (see sketch) and hoped that an agreement could be reached for its extension. A letter will be forthcoming stating their desires in this respect.

A petition has been received by the Court for a hearing.

The Court offered full cooperation in the project and desire that the hearing be held in Crabtree.

The Court has agreed to accept the bypassed route if a new line is constructed. This was done by signature of our letter request of July 1, 1969, and was further verified in the discussion today.

General construction details were discussed by Messrs. Asburry, Wolfe, and Berning, and questions by the Court were answered.

F. B. Arensmeier
Abandonment Engineer
County and City Division

PBA:lat
cc: F. B. Klaboe
V. D. Wolfe
D. J. Barbee
R. D. Asburry

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JUL 31 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 28 1968
FORM E-20 (12-67)
FOR FILING
7790

R. L. Porter

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 24, 1968

To: Mr. Frank Morgan
Construction Engineer
Department

SUBJECT: Harry Norman
Sanderson Bridge Section
Albany-Lyons Highway
Linn County
Prefix No. 122-1495

Please be advised that all of the work referred to in my reports of May 17, 1968 and June 5, 1968 suggesting changes to be made in the vicinity of the Harry Norman farm on Brewster Road have been completed.

This contact was made at the request of the Highway Engineer and referred by him in a letter to the Hon. Glenn Huston on May 21, 1968.

R. D. Asburry
Division Engineer

By J. B. Boyd
J. B. Boyd
Assistant Division Engineer

JBB:mj

cc: Howard Johnson
Kenneth Wolfe

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OCT 28 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Routing

Morgan ///
Decker
Bond
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

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OCT 25 1968
CONSTRUCTION
DIVISION

NOTED
R. L. PORTER

NOTED
FORREST COOPER

R. L. Porter

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JUL 25 1968
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 5, 1968

To: Mr. Frank D. Morgan
Construction Engineer
Department

SUBJECT: Harry Norman
Sanderson Bridge Section
Albany-Lyons Highway
Linn County
Prefix No. 122-1495

On May 17, 1968, I sent to you a report on contacts made with Mr. Harry Norman as I was instructed to do by you. In this report I indicated two complaints by Mr. Norman, one which was a bad intersection near his home at Brewster Road with the Albany-Lyons Highway. Our investigation indicated that some remedial work is necessary, and I am attaching a report and plan which I believe is adequate to the problem.

Yesterday Mr. Roger Trygstad, Division Traffic Engineer; Mr. Howard Johnson, District Maintenance Superintendent; and Mr. Richard Dalke, Linn County Engineer, met on the site to review our proposal. Mr. Dalke is in agreement with our solution which involves the filling of the drainage ditches and the paving of an extra width to allow the log trucks to make their turning movement without serious encroachment on the opposing traffic lane. I have instructed our DMS to proceed with this improvement at his convenience.

This report is brought to your attention specifically because of Mr. Cooper's letter to the Hon. Glenn Huston in which he alludes in his third paragraph to the corrective measures being taken by the Department.

The improvement probably can be accomplished for $2,000 or less. I trust that this plan will be acceptable to all concerned.

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JUN 6 1968
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STATE HIGHWAY ENGINEER

R. D. Asburry
Division Engineer

By J. B. Boyd
J. B. Boyd
Assistant Division Engineer

JBB:mj
cc: Howard Johnson
Ken Wolfe

Morgan
Parker
Walker
Olsen
RECEIVED
CONSTRUCTION
DIVISION
Morelock
Trout
Scott
Wills
Litchfield
Olsen
NOTED
FORREST COOPER

FC noted
Forwarded to
Sen. Huston
6-7-68

MAY 22 1968

FOR ...

Pendleton
Thaddeus B. Brune, Member
Portland

May 21, 1968

The Honorable Glenn Keeton
State Senator
Route 2, Box 176
Lebanon, Oregon 97355

Dear Glenn:

In response to your telephone call, I had our Assistant Division Engineer, J. B. Boyd, call on Harry Norman to discuss our plans for future highway improvement in the Crabtree area.

Although Mr. Norman feels that we should widen the existing alignment only, I believe he understands our proposal and is not too strongly opposed. We would only require one-half acre of his property. We are attempting to make adjustments in order to avoid acquiring or moving a barn and will do what we can to minimize damage.

Mr. Norman also called our attention to an intersection at Brewster Road where logging trucks seem to be causing a problem and to a deep ditch near his farm access. We are studying corrective measures and I am sure that some improvement can be had.

I feel that if improvements are to be undertaken on this segment of road, they should be made on modern, safe alignment rather than perpetuate the curves on the present road and some intersection problems in Crabtree.

I will inform you as to where we will meet to go to the McIver Park dedication on June 7 when I get the details worked out.

Kindest regards.

Forrest Cooper
State Highway Engineer

FC:fn
cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ralph Sipprell
F. D. Morgan
R. D. Asburry

FORM S-30 (12-67)

Routing: Morgan, Decker, Bond, Walker, Glenn, Swan, Peaco, Morelock, Trout, Scott, Wills, Litchfield, Olson

RECEIVED
MAY 1 1968
CONSTRUCTION DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1968

To: Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

SUBJECT: Harry Norman
Sanderson Bridge Section
Albany-Lyons Highway
Linn County
Prefix 122-1495

As per your instruction, I made an appointment to meet with Mr. Harry Norman, Route 3, Lebanon. For the meeting I took along Ken Wolfe, Resident Engineer on the project.

Mr. Harry Norman is a farmer on the Lyons end of the project, and the project probably will require approximately a half acre and one of his barns. Mr. Norman, his wife and son, and Mr. Don Norman were all present during the discussion. Mr. Norman believed that we should use the existing alignment and merely replace the bridge. I explained the need for eliminating bad curves and the expense of buying frontage along the existing highway. I explained how we had tried to use marginal land and miss as many homes as possible. The alignment across the river is about as good as possible and the minimum curvature was explained.

Mr. Norman had two other complaints:

1. A bad intersection near his home at Brewster Road with the Albany-Lyons Highway. I will have our traffic engineer study this as heavy logging traffic was seen and is obviously causing a problem.

2. A deep ditch near his farm access. Some remedy is possible and I will solve.

Our conversations probably did not entirely convince Mr. Norman of the correctness of our plan. I do believe he understands the basis of our work and he was given our phone number. We said that we would again discuss our plan after details became more complete. My last impression was that Mr. Norman was not adamant in his opposition to our alignment, and our discussions were very pleasant and productive.

R. D. Asburry
Division Engineer

By J. B. Boyd
J. B. Boyd
Assistant Division Engineer

JBB:mj
cc: Mr. K. D. Wolfe

NOTED
FORREST COOPER

7791 South Pac. Blvd.-Ferry St. 1973
(Albany) Sec. on Queen Ave.
(Grading, paving, & signals) [redacted]

CIA 4231
Sec. 2 a 13 A
75

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Albany
City Hall
Albany, Oregon 97321
Attention of
Mr. Harold A. Leedom
Public Works Director

Request No. (assigned by staff engineer or head of section) cc-1521

Date September 3, 1975

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Topics Project T-5001(1) & EHS-T-5001(2)
S. Pacific Blvd.-Ferry St. Section
Queen Ave.
City of Albany
Covered by agreement dated 6-17-71
Contract No. 7791

Itemized Statement: CLR-DT-FILE #500101 Advance Deposit $28,200

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	$28,200.00	
		Amount Previously Transferred	23,200.00	
		City's share per attached sheet	26,532.12	$5,000.00
		Amount previously transferred	23,200.00	
				3,332.12
		Refund Due City		$1,667.88
		(Attach itemized statement to invoice)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $28,200

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $23,200

Give the number of the last previous request in connection with this same service. cc-1313

Credit distribution:

22-0601-299 $2,190.32
22-0605-299 $1,141.80

Submitted by: Gary E. Zehner
Gary E. Zehner
Urban Program Engineer

Approved:

Regional Engineer

Approved:

Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: September 3, 1975

CITY Albany Contract No. 7791 Date Completed 8-31-73

PROJECT # EHS-T-5001(2) T-5001(1) Section S. Pacific Blvd.-Ferry St.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payments to Contractor		$112,122.32
SFO#1 Permanent Traffic Lines		887.99
Construction Engineering		12,843.54
Preliminary Engineering		12,051.28
Total Project Cost		$137,905.13
Federal Aid Funds Collected:		
Construction		$78,964.15
Preliminary Engineering		7,670.64
Balance		$51,270.34
Items in which FHWA did not participate:		
Payments to Contractor	$201.56	
SFO#1 Permanent Traffic Lines	26.99	
Construction Engineering	1,565.36	1,793.91
Amount to be shared by State & City		$49,476.43
City share per agreement dated 6-17-71: 50% of 49,476.43		$24,738.21
100% of Non-participating items		1,793.91
		$26,532.12
City's advance deposit, 8-11-72		$28,200.00
BALANCE TO BE REFUNDED TO CITY		$ 1,667.88

Reference: Billing Form cc-1521

(ORIGINAL)

Final Voucher

FORM PR-20 (Rev. 4-68)
FORM APPROVED BY
COMPTROLLER GENERAL,
U.S MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

V.O. VOUCHER NO.

BUREAU VOUCHER NO.

APPROPRIATION

BUREAU SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: ALBANY T-5001(1)

VOUCHER PERIOD: FROM 3-22-72 TO 2-10-75

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
$12,051.28	$12,051.28	63.65%	$7,670.64	$7,670.64	$0.00	

I CERTIFY that the costs shown in this voucher are true and correct; the net amount claimed is due and payable as the Federal share of the participating costs incurred by the State under terms of the project agreement, applicable State and Federal law, regulations and requirements; no claim has been presented to, or payment made by, the United States for the amounts for which payment is claimed herein.

STATE HIGHWAY DEPARTMENT: Oregon

SIGN ORIGINAL ONLY

SIGNATURE OF AUTHORIZED OFFICER: E. Skoog
Controller

I CERTIFY that the herein described project and supporting records have been inspected by me, or by an employee of the Bureau of Public Roads and are in accordance with the project agreement and that the amount herein approved is justly due.

ACCOUNT SUBMITTED FOR: $0.00

DIFFERENCES *(Herein explained)*

APPROVED FOR: $

SIGN ORIGINAL ONLY

Signature of Public Roads representative

Existing stocks of PR-20 (Rev. 5-66) will be used.

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Vine Street-Ferry Street (Albany) Section					
	Linn County					
	Preliminary Engineering					
	Type Code PE					
	Preliminary Engineering	All Required			$12,051.28	
	Total Preliminary Engineering Cost				12,051.28	
	Total Participating Cost				12,051.28	
	Total Cost				$12,051.28	

AMOUNT CARRIED FORWARD.....

Form PR.20 (Rev. 4-68)

			TOT	H1				51.97			
			** JOB TOTALS **				**		**		**
ST-13TH ST (QUEEN AVE)ALB	CONT NO		* FA PROJ NOS	T	501001 100						ST
	022	0601	296	00	N 9						
	022	0601	298	00	N 9						
	022	0601	900	00	P 1						
	022	0601	900	00	N 1						
	022	0601	901	00	P 1						
	022	0601	905	00	P 1						
	022	0601	905	00	N 1						
	022	0601	906	00	P 1						
	022	0601	911	00	P 1						
	022	0601	912	00	P 1						
	022	0601	914	00	P 1						
	022	0601	921	00	P 1						
	022	0601	921	00	N 1						
	022	0601	950	00	P 1						
			TOT	P1							
			TOT	H1							
			** JOB TOTALS **				**		**		**

NON-AREAWIDE TOPICS PLAN	CONT NO		FA PROJ NOS	T	517001 100						ST
	022	0602	296	00	N 9						
	022	0602	298	00	N 9						
	022	0602	298	00	N 9						
	022	0602	900	00	P 1						
			TOT	P1							
			** JOB TOTALS **				**		**		**
ST-PARK ST-GRANT	CONT NO		* FA PROJ NOS								ST
	022	0603	296	00	N 9						
	022	0603	298	00	N 9						
			** JOB TOTALS **				**		**		**
2ND-PARK-GRANT ST&CLEVELAND	CONT NO	7703	* FA PROJ NOS	T	517003 100						ST
	022	0604	201	00	P 1						

(MEMORANDUM)

Final Voucher

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DO.O. VOUCHER NO.

VOUCHER NO.

FOR WORK PERFORMED UNDER PROVISIONS OF THE
L AID AND FEDERAL HIGHWAY ACTS, AS AMENDED
(PPM 30-6)

SCHEDULE NO.

D STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS
Capitol bldg.
Salem, OR 97310

(For use of Paying Office)

STATE	FEDERAL AID PROJECT NO.
Oregon	EHS-T-5001(2) ALBANY

VOUCHER PERIOD:	FROM	TO
	2-16-72	10-2-74

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$125,853.85	$124,059.94	63.65%	$78,964.15	$78,964.15	$0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

V. E. Skoog
Controller

Oregon

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S. Pacific Blvd. - Ferry Street (Albany) Section					
	Linn County					
	Construction					
	Type Cold Mix					
	Roadway (Queen Ave. Sta. 630+00 to Sta. 643+95) (Contr. 7731)		Lump Sum		$111,920.76	
	Final Contract Payment Summary		All Required		861.00	
SFO #1	Permanent Traffic Lines		Total Construction Cost		$112,781.76	
	Construction Engineering		All Required		$ 11,278.18	
	State		Total Participating Cost		$124,059.94	
	Nonparticipating Items		Lump Sum		$ 201.55	
	Final Contract Payment Summary		All Required		26.00	
SFO #1	Permanent Traffic Lines		All Required		1,565.36	
	Construction Engineering		Total Nonparticipating Cost		$ 1,793.91	
			Total Cost		$125,853.85	

AMOUNT CARRIED FORWARD.....

PR-20A (REV 3) APPROVED BY COMPTROLLER GENERAL MAY 12, 1966

VOUCHER NO. FEDERAL

(6-71)

GPO 914-021

P BLVD-FERRY ST(ALBANY)	CONT NO	7791 *	FA PROJ NOS	T	501002 100						
	022	0605	201	00	P 1						111,920.76
	022	0605	201	00	N 1						201.56
	022	0605	278	01	P 1						861.00
	022	0605	278	01	N 1						26.99
	022	0605	296	00	N 9			813.76			102,164.15CR
	022	0605	298	00	N 9			813.76CR			78,964.15

PTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH		FISCAL YEAR TO DATE		GRAND TOTAL TO DATE	
	022	0605	299	00 N 9					23,200.00	
	022	0605	900	00 P 1			1,429.39CR		11,278.18	
	022	0605	900	00 N 1			1,455.97		1,565.36	
	022	0605	901	00 P 1			26.58CR			
			TOT	P1			1,455.97CR		124,059.94	
			TOT	N1			1,455.97		1,793.91	
			** JOB TOTALS **			**		**	125,853.85	**
TIAM HWY @ MILTON ST	CONT NO		FA PROJ NOS	T	517004 100					
	022	0606	296	00 N 9	1,824.77CR		2,547.01CR		2,574.77CR	
	022	0606	298	00 N 9	1,824.77		2,547.01		2,574.77	
	022	0606	414	00 P 1			73.38		73.38	
	022	0606	900	00 P 1	392.77		456.11		456.11	
	022	0606	900	00 N 1			9.84		9.84	
	022	0606	901	00 P 1			784.65		784.65	
	022	0606	905	00 P 1			109.44		109.44	
	022	0606	909	00 P 1			74.04		74.04	
	022	0606	911	00 P 1			864.56		900.08	
	022	0606	913	00 P 1			87.27		87.27	
	022	0606	914	00 P 1			176.34		176.34	
	022	0606	920	00 P 1			16.44		16.44	
	022	0606	921	00 P 1			356.57		356.57	
	022	0606	923	00 P 1			276.79		276.79	
	022	0606	923	00 N 1			.35		.35	
			TOT	P1	392.77		3,277.59		3,313.11	
			TOT	N1			10.19		10.19	
			** JOB TOTALS **		392.77	**	3,287.78	**	3,323.30	**
3RD. ST.-SW 4TH AVE(ONTARIO)	CONT NO	7712 *	FA PROJ NOS	T	523003 100					
	023	0603	201	00 P 1					46,466.18	

T/ER ?

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem Oregon 97308

DATE: August 12, 1975

In reply refer to: 1041AD/120.2

SUBJECT: Federal-aid and Emergency Relief Voucher Payments

FROM : G. L. Green, Division Engineer

TO : Mr. G. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Final vouchers on the following Federal-aid highway projects have been approved for payment in the amount submitted:

F-123(23)	$ 87.22	
T-5001(1)	0.00	T
T-5005(5)	0.00	T
T-5010(7)	0.00	T
T-5019(7)	238.54	T
S-SU-31(8)	0.00	
EHS-S-SG-157(3)	24.12	ER
ERFO 240(1)	7,572.43	ER
	$7,922.31	

R.O. Wright
for G. L. Green

RECEIVED
STATE HWY ENGR
AUG 13 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Topics - ER

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
CONSTY-CITY	AUG 11 1975	
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROJ. & SCHEDULE		

REMARKS:

RECEIVED
COUNTY & CITY SECTION
AUG 15 1975
☐ ENGR. ☐ COOR. ☑ CE ☒ AE ■ UE
☑ UPE ☒ CE ☐ RE ☒ RPE ☐

Final Voucher

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

9. VOUCHER NO.

VOUCHER NO.

APPROPRIATION

10-2-74

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: EHS-T-5001(2)

VOUCHER PERIOD: FROM 2-16-72 TO 10-2-74

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$125,853.85	$124,059.94	63.65%	$78,964.15	$78,964.15	$0.00	

RECEIVED DIVISION OFFICE — BY — DATE

FIELD AUDIT MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS

Oregon

$0.00

V. E. Skoog
Controller

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S. Pacific Blvd. - Ferry Street (Albany) Section					
	Linn County					
	Construction					
	Type Code 6201					
	Roadway (Queen Ave. Sta. 635+00 to Sta. 643+95)(Contr. 7791)					
	Final Contract Payment Summary		Lump Sum		$111,920.76	
SFO	#1 Permanent Traffic Lines		All Required		861.00	
	Total Construction Cost				$112,781.76	
	Construction Engineering					
	State		All Required		$ 11,278.18	
	Total Participating Cost				$124,059.94	
	Nonparticipating Items					
	Final Contract Payment Summary		Lump Sum		$ 201.56	
SFO	#1 Permanent Traffic Lines		All Required		26.99	
	Construction Engineering		All Required		1,565.36	
	Total Nonparticipating Cost				$ 1,793.91	
	Total Cost				$125,853.85	

AMOUNT CARRIED FORWARD...

Summary of Completed Federal Aid

South Pacific Blvd. - Ferry St. (Albany) Section

EHS-T-5001(2)

Description	Type Code	Total Cost	F. A. Funds	Total Length
Roadway (Sta. 635+00 to Sta. 643+95)	6201	$125,853.85	$78,964.15	0.170 Mile

EXCERPT FROM COMMISSION MEETING MINUTES
November 21, 1973

EHS-T-5001(2)

Item: 41(3)

Mr. Klaboe presented for confirmation requests from contractors for extensions of time within which to complete highway contracts without assessment of liquidated damages. He pointed out that these requests have been carefully investigated and the results of these investigations have been reported to the Commission by letter. The contractors have also been advised by letter as to the extensions of time.

The Commission confirmed action as follows:

> Morse Bros., Inc., Contract No. 7791, S. Pacific Blvd.-Ferry Street in the city of Albany, Linn County, requested an extension of 50 days. The Commission confirmed an extension of 50 days. Federal Highway Administration concurred in the extension on November 8, 1973.

njc

7791

STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Linn	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
October 1, 1974	P. V. Riedl, Area Engineer		EHS-T-5001(2)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
August 31, 1973	December 20, 1973	100%	180 calendar days
APPROVED EXTENSIONS	**LOCATION**		
50 days	South Pacific Blvd. Ferry St. in Albany, Oregon.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
OCT 3 1974

SOUTH PACIFIC BLVD. FERRY STREET (ALBANY) SECTION
ALBANY-JCT. CITY HIGHWAY & CITY STREET
Grading, Paving, and Signals

10-3-74
cy Const

The project is located on the South Pacific Blvd.-Ferry Street (Albany) Section on Queen Avenue in Albany, Oregon.

The work consisted of roadway grading and construction of full-depth asphalt concrete pavement, concrete curbs and installation of traffic signals.

The project was completed on August 31, 1973. Additional work was established at the time of final inspection July 12, 1973 and the work then continued to August 31, 1973. 180 calendar days were set up to complete the work and the contractor used 230 to complete the project. A 50-day extension was granted and no liquidated damages were assessed.

The final contract cost was $108,257.15, which is an underrun of 10.6 percent due to an underrun in the General Excavation item and the Class "B" asphalt mix.

NOTED
H.S. COULTER

Information on the overruns and underruns are on file in the Division office.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original signed by P. V. RIEDL P. V. Riedl		SIGNATURE: Original signed by G. K. Hossner G. K. Hossner	
TITLE: Area Engineer	DATE: 10-2-74	TITLE: District Engineer	DATE: OCT 03 1974

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

7791

January 8, 1974

General Insurance Company of America
Portland Service Office
1500 S.W. First
Portland, OR 97201

Gentlemen:

On December 26, 1973, we wrote to you concerning release of final payment on Contract No. 7791 awarded to Morse Bros., Inc., for work on S. Pacific Blvd.-Ferry St. on Queen Ave. (Albany) in Linn County.

Final payment on this contract is $500 and the total contract amount is $112,122.32, including $1,710.77 for work performed under force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

je

cc: Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
C. O. Fredrickson

7791

December 20, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7791, Work Completed August 31, 1973

Project S. Pacific Blvd. - Ferry St. (Albany)

Highway City St. (Queen Ave.), County Linn

Type of Work Grading, Paving and Signals

Contractor Morse Bros., Inc.

Recommended Acceptance Date December 20, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 30, 1974 for your formal concurrence.

VG:pr

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7791

November 14, 1973

Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

Gentlemen:

We have reviewed your request for a 50-day time extension on Contract No. 7791 covering work on the South Pacific Blvd. - Ferry St. Section of Queen Avenue in Albany.

Careful consideration was given to the reasons you submitted. Because of the late extra work added by Extra Work Orders Nos. 2 and 3, a 50-day extension on the contract time is granted. This will eliminate all the time liquidated damages that accrued on this project.

Very truly yours,

E. S. Hunter
Acting State Highway Engineer

bc: A. E. Johnson
F. B. Klaboe
H. S. Coulter
C. T. Keasey
V. L. Gallagher
C. O. Fredrickson
V. E. Skoog

JAB:fr dpy

7791

November 14, 1973

TO Oregon Transportation Commission

FROM E. S. Hunter
Acting State Highway Engineer

SUBJECT Request for Time Extension
South Pacific Blvd.-Ferry St. (Albany)
Contract No. 7791

Morse Bros. Inc., contractor on this project, has requested a 50-day extension of contract time based on added work. The contract was awarded August 15, 1972, with 180 calendar days allowed, which forecast a completion date of February 21, 1973. There were several stop work orders which adjusted the completion date to July 12, 1973.

During the final inspection on July 12, 1973, when the original contract work was considered virtually complete, it was determined that extra work was required. This was for some minor paving behind curbs, some concrete sidewalk, curb repair, and setting mailbox posts, all done on Extra Work Orders 2 and 3. Some of this extra work was delayed by a necessary utility move. All work was completed August 31, 1972, with 50 days liquidated damages accrued at $100 per day.

Since all the work done on liquidated damages was extra work added late, I have granted a 50-day extension of the contract time.

This is a Federal-aid TOPICS project and we have the concurrence of the Federal Highway Administration. This matter will be included in the report on time extensions on the agenda at the November 21 meeting.

bc: C. W. Head
G. M. Baldwin
F. B. Klaboe
H. S. Coulter
C. T. Keasey
V. E. [illegible]oog
L. H. [illegible]oung
V. L. Gallagher
C. O. Fredrickson
Gary Sund
R. E. Whipps

JAB:fr dpy

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7791 Contractor Morse Brothers, Incorporated

Highway City Street (Queen Ave.)

Section S. Pacific Blvd. - Ferry Street (Albany)

Kind of Work Grading, Paving and Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Recommend 50-day extension for late work added by E.W.O. 2 & 3.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7791
Project designation	TOPICS (State-Federal)
Date awarded	8/15/72
Work started	8/28/72
Per cent completed	100% August 31, 1973 (Date)
No. of Workdays Allowed	180
No. of Workdays Used	230
No. of Added Workdays Requested	50

ED*6206-734

E-330 (Rev.)—5M—9-64

RECEIVED
OCT 13 1973
KEATS OLIVER
RES. ENGR.

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of ~~Workdays~~ CALENDAR DAYS
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Oct 12, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 180 days to 230 days, within which to complete our Contract No. 7791, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please refer to accompanying letter.

Respectfully submitted,

MORSE BROS. INC.
Contractor

By Frank Morse, Project Supt.

CONSENT OF SURETY

Date ....., 19.....

We, ...

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

.....
Attorney-in-fact

(SEAL)

.....
Resident Agent

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 29, 1973

SUBJECT: Request for Time Extension
South Pacific Blvd.-Ferry St. (Albany)
Contract No. 7791
FAP EHS-T-5001(2)

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

Morse Bros. Inc. has requested a 50-day extension of contract time based on work added to the project.

This contract was awarded August 15, 1972 with 180 calendar days allowed, which forecast a completion date of February 21, 1973. There were several stop work orders which adjusted the completion date to July 12, 1973.

During the final inspection on July 12, 1973 at which time the original contract work was considered virtually complete, it was determined that some extra work was required. This was for some minor paving behind curbs, some concrete sidewalk, curb repair and setting mailbox posts, all done on E.W.O. 2 and 3. Some of this extra work was delayed by a necessary utility move. All work was completed August 31, 1972, 50 days after time had run out.

Since all the work done on liquidated damages was extra work added late, we recommend the 50 days requested be granted. This will eliminate all liquidated damages which have accrued at the rate of $100 per day to a total of $5,000.

This is a Federal Aid Topics project. Rough draft letters to FHWA, the Commission and contractor are attached.

JAB:fr
Attach.
cc: V. L. Gallagher

HARRISBURG
P. O. BOX 205
PHONE 995-6336

LEBANON
P. O. BOX 7
PHONE 258-8141

CORVALLIS
P. O. BOX 1126
PHONE 752-3428

SWEET HOME
4104 GREEN RIVER RD.
PHONE 367-6174

MORSE BROS., INC.

RECEIVED
OCT 13 1973
KEATS OLIVER
RES. ENGR.

October 12, 1973

Mr. Keats Oliver
Resident Engineer
Oregon State Highway Division
3400 Spicer Rd., Albany, Ore.

Re: Contract 7791

Dear Sir:

We respectfully request an increase in the number of calendar days from 180 days to 230 days within which to complete our Queen Ave. Project.

On Thursday, July 12, 1973, we requested a project final examination. With the exception of minor clean-up and the pedestrian signal light adjustment, both of which were completed immediately, the project was complete. Additional work not specified in the contract was requested. A sidewalk was installed at Queen and Pacific Blvd. as a safety item for the pedestrian crosswalk. Delay was encountered on the curb installation while Morse Bros. waited for Pacific Power and Light to determine what they wanted to do with the valve box which conflicted with the curb placement.

Since the project was essentially completed within the alloted time, we therefore request the specified extension of time.

Sincerely yours,

MORSE BROS. INC.

Frank Morse

Frank Morse
Project Supt.

7791

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 8, 1973

In reply refer to: 10-35-B2

SUBJECT: Oregon Project EHS T-5001(2)
South Pacific Blvd.-Ferry St. (Albany)
Request for Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. H. S. Coulter, Assistant State Highway Engineer

Your letter of November 1, 1973 requesting a time extension of 50 days has been reviewed.

The additional extra work was approved during the final inspection and this work extended the contract time by 50 days. Therefore we concur in your recommendation to extend the time and eliminate the liquidated damages.

G. K. Hansen
for G. L. Green

RECEIVED
STATE HWY ENGR
NOV 13 73
REFER TO
Coulter FAA
FOR
Info | Invest | R/D | D/R | Sign | Act | File

11-13-73
cy Kessey
Fredrickson
Gallagher

cy ltr

H. S. COULTER

7791

November 1, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
South Pacific Blvd.-Ferry St. (Albany)
Contract No. 7791
FAP EHS-T-5001(2)

Morse Bros., Inc. has requested a 50-day extension of contract time based on work added to the project.

This contract was awarded August 15, 1972, with 180 calendar days allowed which forecast a completion date of February 21, 1973. There were several stop work orders which adjusted the completion date to July 12, 1973.

During the final inspection on July 12, 1973, at which time the original contract work was considered virtually complete, it was determined that some extra work was required. This was for some minor paving behind curbs, some concrete sidewalk, curb repair and setting mailbox posts; all done on E.W.O. 2 and 3. Some of this extra work was delayed by a necessary utility move. All work was completed August 31, 1972, 50 days after time had run out.

Since all the work done on liquidated damages was extra work added late, we recommend the 50 days requested be granted. This will eliminate all liquidated damages which have accrued at the rate of $100 per day to a total of $5,000. May we have your concurrence.

JAB:fr:db

bc: F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher

7791

22-0605 S

REGION 2 ENGINEER
RECEIVED
SEP 28 1973
RE RCE RIE ROE
ULE CEO TA FILE

City of Albany

September 26, 1973

Keats Oliver
Oregon State Highway Department
3400 Spicer Road
Albany, OR 97321

Dear Keats;

The City of Albany has made final inspection of the Queen Avenue improvement project from Pacific Blvd. to Ferry Street. All work meets with our approval.

Sincerely,

Robert G. Jossis

Robert G. Jossis
Civil Engineer

lh

CC: Office Engr.
Construction
City-County
Secretary

RECEIVED
SEP 27 1973
KEATS OLIVER
RES. ENGR.

7791 5

FORM E-1 (REV 10-65)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.Pacific Blvd.-Ferry St. (Albany)		WEEK ENDING: Sept 15, 1973
		SECTION PREFIX: 22-0605
HIGHWAY: city street (Queen Ave)		COUNTY: Linn
NAME OF JOB: S. Pacific Blvd.-Ferry St.(Albany)	KIND OF WORK: grading, paving, and signals	
CONTRACTOR: Morse Bros.	CONTRACT NUMBER: 7791	FEDERAL AID PROJECT NUMBER: EHS-T-5001(2)
DATE OF CONTRACT: 8/15/72	DATE WORK STARTED: 8/28/72	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 180	CALENDAR DAYS USED: 230
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 128
PROJECT AUTHORIZATION: $139,207.95		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $128,169.25	ENGINEERING AUTHORIZATION: $11,038.50	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $108,063	ENGINEERING COST TO DATE: $12,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 86.2
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN - 15.7 %	PERCENT OF AUTHORIZATION: 109 %	DATE PROJECT WAS COMPLETED: Aug 31, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	signals	
	100	100		100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.17				0.17
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.17				0.17
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,500 cy				4,500 T
TOTAL QUANTITIES CORRECTED TO DATE	1,592				3,743
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	same				same
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey K
Bond B
Jackmond
Hardt
Johnsen
Walker
Ponte S
Glenn
Berg

RECEIVED
SEP 17 1973
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY Sept 10	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate was submitted to Region Office on Thrs.

PROJECT COMPLETED

FINAL REPORT

SIGNED Keats Oliver, Res. Engr. LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-7216

PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

T.

Project Name Queen Avenue-Ferry Avenue Contract No. 7791

Highway Albany Topics Project 9-14-73 Prefix No. 22-0605

County Linn F.A. No. EHST 5001 (2)

Final inspection made on 7-12-73 By Gerald Wimer-Region Construction Eng in company with George Wills, Keats Oliver, Paul Riedl, Bob Jossi, Bob Christman and Frank Morse.

RECEIVED
COUNTY & CITY SECTION
SEP 10 1973
EMGR. COOR. UC AE UE
UPE CE RE RPE

CHECK LIST

Date		Date	
7-13-73	Construction signs removed	2-7-73	Signals placed in operation
N/A	Salem Office notified to rescind construction speed zone	6-19-73	Opened to traffic (4 lane)
8-31-73	Contractor removed equipment from project	With Semi-Final	Regional Materials Certification submitted
8-31-73	Roadside cleanup completed		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Between curbs looked good. Cleanup incidental improvements needed outside curb as well as traffic signal adjustment. These were done 8-31-73.

Project should have included added right-of-way and sidewalks. City letter of acceptance to follow.

All contract work on this project has been completed and recommendation is made for acceptance on 8-31-73. The semi-final estimate will be submitted about 9-14-73.

cc: Const. Engineer - C. T. Keasey
Bridge Engineer - W. Hart
Maint. Engineer - D. H. Moehring
Co.-City Eng. - H. S. Cox
Reg. Engineer - C. O. Fredrickson
Res. Engineer - Keats Oliver
Dist.Engineer - Howard Johnson

Copies sent to all named _____

(Signed) Reg. Construction Engr. (Title)

7791

STATE COPY

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 11, 1973

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. EHS-T-5001(2)

SUBJECT Request Contract Acceptance

Contract 7791, Work Completed August 31, 1973

Project S. Pacific Blvd.-Ferry St. (Albany)

Highway City St. (Queen Ave.)

County Linn

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date August 31, 1973

Conditions not acceptable: None

for G. L. Green
Division Engineer

RECEIVED
STATE HWY ENGR
SEP 18 73
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc: F. B. Klaboe
L. H. Young
V. Gallagher

NOTED
H.S. COULTER

7791 STATE COPY

OSHD (Coulter)
Region
Wash DC
C. Hoefler

7-12-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION ch

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Linn	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
7/12/73	P. V. Riedl, Area Engineer	EHS-T-5001(2)

IN COMPANY WITH
See below

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	99+ %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

SOUTH PACIFIC BOULEVARD-FERRY STREET (ALBANY) SECTION
ALBANY JUNCTION-CITY HIGHWAY & CITY STREETS
Grading, Paving and Signals

This is a final inspection and project stage inspection on the administration and field control of the grading, paving and traffic signals of the project. The project work was completed on 7/11/73 with the exception of a minor amount of cleanup and a small amount of additional work requested by the city.

The following people were in attendance:

Gerry Wimer, Region II Construction Engineer
George Wills, Field Locating Engineer
K. Oliver, Resident Engineer
Bob Christman, Contractor's Representative
Frank Morris, Contractor's Representative
Bob Jossis, Albany City Engineer
Paul Riedl, Area Engineer

COPY SENT
JUL 20 1973
REGIONAL OFFICE

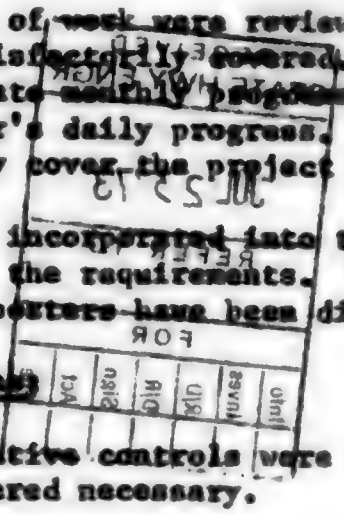
7-23-73 Copy to Yost

NOTED
H.S. COULTER

The project work was setup for 180 calendar days. Work was completed on 7/11/73; however, as noted above there is a small amount of cleanup remaining and also the city has requested a few items of repair and additional work. This will be taken into consideration in the count of time. The contractor has used 179 calendar days as of 7/11/73.

The items of work were reviewed as to documentation and field control and found to be satisfactorily covered. The files have been developed and maintained to substantiate monthly progress payments. Diaries are maintained covering the contractor's daily progress. It was found that these source documents adequately cover the project work.

Materials incorporated into the project have been tested and or certified that they meet the requirements. The EEO requirements have been met and the required posters have been displayed.



Conclusions:

Administrative controls were found to be satisfactory and no followup review is considered necessary.

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

5

7791

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

May 3, 1973

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

Grade Line
Southern Pacific Blvd.-Ferry Street
(Albany) Section
Queen Avenue
Linn County
Fed. Project No. EHS-T-5001(2)
Your File: GMO 70143

#7791

Dear Sir:

Our Resident Engineer on the above project has run profiles crossing the reconstructed railroad tracks on Queen Avenue. Attached is a copy of the profiles he has run for your information. He recommends that the profile would be greatly helped if the west rail of the east track and the east rail of the second from the east track were raised slightly. The first track should be raised about one inch and the second track about one-half inch. This would greatly improve the smoothness of the profile across the intersection.

In addition, the curb construction of last fall easterly of the crossing on the northerly side of Queen Avenue will be revised in order to fit with the revised profile.

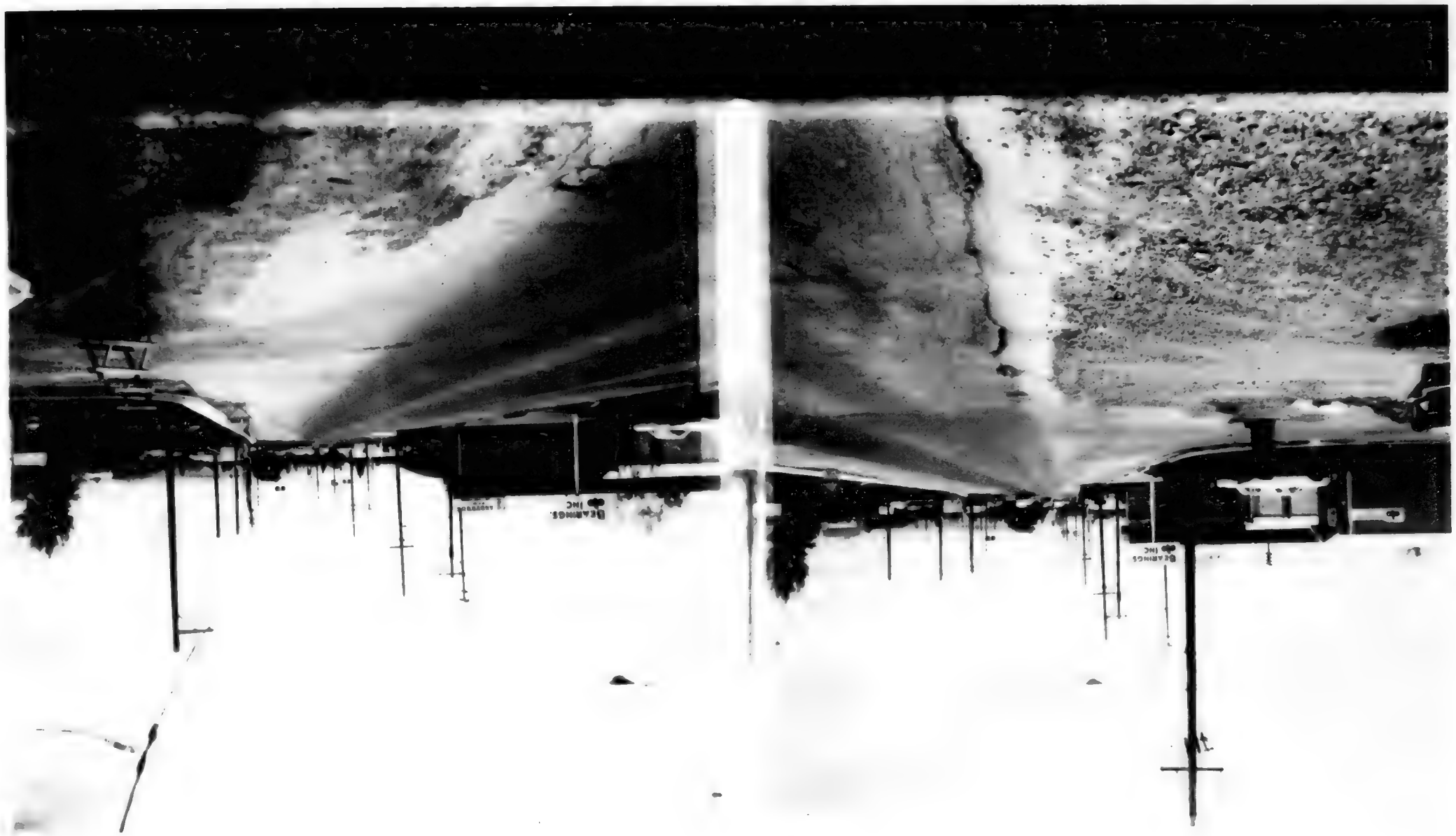
Please advise me as to whether the Railroad can do the suggested raising of these two rails to benefit the profile at this intersection. If any other information is required before you can make this decision, please contact me.

Yours truly,

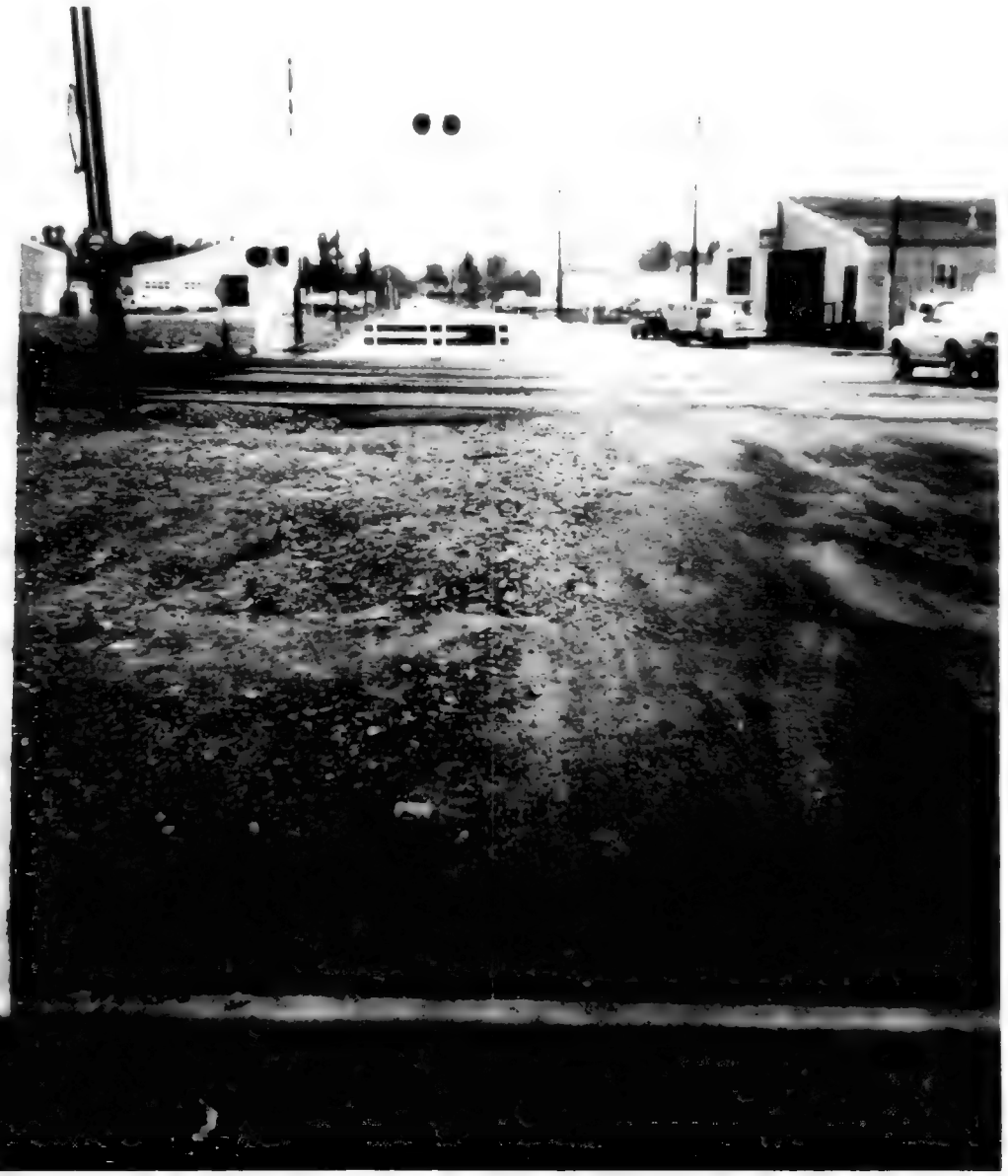
J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Attach.
bc: H. S. Coulter
C. T. Keasey
C. O. Frederickson
Keats Oliver
J. W. Valentine

NOTED
H.S. COULTER



YOUR HIGHWAY TAXES
AT WORK
GRADING PAVING & SIGNALS
MORSE BROS INC



MEMO TO THE FILES
January 29, 1973

Re: TOPICS FUNDS

The estimated costs for the following TOPICS projects are expected to exceed the available Federal funds allocated to the cities involved. Therefore, it will be necessary to limit the amount of Federal funds collected for each project until such time as more funds become available or other arrangements are made:

CITY	PROJECT NO.	CONTRACT NO.	FEDERAL FUND LIMIT
ALBANY	EHS-T-5001(2)	7791	$ 69,000
CORVALLIS	T-5007(2)	(to be awarded)	$103,000
HILLSBORO	T-5014(2)	7860	$ 69,000
NORTH BEND	T-5022(1)	7753	$ 41,000
ONTARIO	EHS-T-5023(3)	7712	$ 29,000

Richard Bladorn
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: F. B. Klaboe
R. L. Schroeder
V. E. Skoog
L. H. Young

ENGR. COOR. OE AE UE
RPE CE RE RPE

OREGON STATE HIGHWAY DEPARTMENT

FORM A-180 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 110106

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-25-72	cc 1313		22-0603-299

•City of Albany
•City Hall
•Albany, Oregon 97321
•

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Larry L. Rice, Manager			
Advance Deposit			$ 28,200.00
Partial transfer of Advance deposit for construction of the S. Pacific Ave. - Ferry Street Section of Queen St. TOPICS Project. Contract # 7791			
Covered by agreement dated 6-17-71			$ 23,200.00
to be retained			$ 5,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $----------

By ----------

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*33422-724

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Albany
City Hall
Albany, Oregon 97321
Attention of Mr. Larry L. Rice
Manager

Request No. (assigned by staff engineer or head of division) CC 1313

Date October 24, 1972

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

EHS-T-5001(2)

Itemized Statement: Advance Deposit $28,200

Quantity	Unit	Description	Unit Price	Amount
		Partial Transfer of Advance Deposit for construction of the S. Pacific Avenue-Ferry Street Section of Queen St. TOPICS Project. Contract #7791.		23,200
		Covered by agreement dated 6/17/71.		
		TO BE RETAINED		$ 5,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 28,200

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
22-0605-299

Submitted by: RICHARD BLADORN
Richard Bladorn

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

RECEIVED
OCT 20 1972
FOR FILING

STATE COPY

FORM PR-33A (REV. 3-68) OSHD Region Wash DC

9-26-72

INITIAL INSPECTION REPORT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-In-Depth

Region No.	Report No.	County	Division
10	1	Linn	Oregon

Date of Inspection	Inspection Made By	Project No.
9-26-72	P. V. Riedl, Area Engr	FHS-T-5001(2)

In Company With: Discussed with Keats Oliver, Res Engr, OSHD

COPY SENT — NOTED A. E. JOHNSON — OCT 20 1972 — REGIONAL OFFICE

Location: South Pacific Blvd.-Ferry Street in Albany, Oregon

Contractor Name and Address: Morse Bros., Inc., P. O. Box 7, Lebanon OR 97355

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
8-15-72	$120,970	180 cal.days	8-26-72	8-28-72

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	20 %	20

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Grading Paving Signals	6201	0.170			

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

S. Pacific Blvd.-Ferry Street (Albany) Section
Albany-Junction City Highway and City Streets
Grading, Paving, & Signals

Cor sts
cy Bridge
10-24-72

The project is located on the South Pacific Blvd.-Ferry Street (Albany) Section on Queen Avenue in the City of Albany.

The work consists of roadbed grading and construction of full-depth asphalt concrete pavement. Construction of concrete curbs and installation of traffic signals.

1. COMPLETED WORK

Drainage	40% complete
Grading	45%
Paving	10%
Signals	0%

(more)

RECEIVED
STATE HWY ENGR
OCT 24 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

10-24-72
Johnson
cy Yerxa

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

2. WORK IN PROGRESS

Grading underway on the south section of project between Ferry Street and the railroad. Also installing the storm sewer.

3. COMMENTS

A preconstruction conference was held on August 22 at the contractor's office in Lebanon, Oregon. The construction details and administration of the project were discussed and plans were made to begin construction as soon as possible to alleviate the flooding conditions that occur in this area every winter.

The railroad does not plan to work on the tracks until the middle of November or later. The contractor plans to perform as much work as possible this fall and then will have to shut down until delivery of the signal poles and other materials.

The required signs are in place on the project.

Materials incorporated in the project are in reasonable compliance with the contract.

RECEIVED

Form FHWA-12

UNITED STATES GOVERNMENT

Memorandum

7791

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: September 11, 1972

In reply refer to: 10-35-DB

FROM : Mr. G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: FAP EHS-T-5001(2)
South Pacific Blvd.-Ferry St. (Albany)
State Force Order No. 1
Total Estimated Amount of the Order - $153.02
Federal Participation - $91.81

Reference is made to Mr. Young's letter of September 7, concerning the subject order.

The use of State Forces is approved as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $153.02 with Federal participation of $91.81.

Enclosure
State Force Order No. 1

9-14-72
Young

RECEIVED
STATE HWY ENGR
SEP 13 '72
REFER TO
FOR
Info | Aves | R/D | [illegible] | [illegible] | [illegible] | [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

7-191

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
8-68		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
6	*(PPM 21-7)*	Linn
	8-22-72	PROJECT NO.
		EHS-T-5001(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Queen Ave. from Pacific Blvd. (Ore 99E) to Ferry Street

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-72	0.17
OTHER *(Specify)*		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 134,915	$ 85,751

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E D Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
Acting (Division Engineer)

G. L. Green

Date executed by Division Engineer AUG 22 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-City agreement approved by the Highway Commission on March 30, 1971.

GPO 906-714

August 15, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM L. E. Young
Programming Engineer

SUBJECT Project No. ESS-T-5001(2)
S. Pacific Blvd.-Ferry Street (Albany) Section
Project Agreement

We are forwarding four copies each of a project agreement estimate and project agreement for the subject project. Two copies of the project agreement have been signed by a highway official.

CL:js

Oregon State Highway Division

Federal Aid Project
No. EHS-T-5001(2) Safety

S. PACIFIC BLVD.-FERRY STREET (ALBANY) SECTION

ALBANY-JUNCTION CITY HIGHWAY AND CITY STREETS

LINN COUNTY

Salem, Oregon, August 15, 1972

Project Agreement Estimate.

Type Code 6201
Roadway (Queen Ave. Sta. 635+00 to Sta. 643+95)

Temporary Protection and Direction of Traffic	All Required		$ 14,155.00
Removal of Structures and Obstructions	All Required		1,500.00
General Excavation	2,500 cu.yd.	4.00	10,000.00
Trench Excavation	340 cu.yd.	5.50	1,870.00
Class "C" Asphalt Concrete Mixture	500 ton	10.00	5,000.00
Class "B" Asphalt Concrete Mixture	4,000 ton	9.50	38,000.00
Asphalt Cement in Mixture	290 ton	40.00	11,600.00
8-inch Sewer Pipe	140 lin.ft.	5.50	770.00
12-inch Sewer Pipe	380 lin.ft.	8.00	3,040.00
18-inch Sewer Pipe	70 lin.ft.	14.00	980.00
24-inch Sewer Pipe	230 lin.ft.	16.00	3,680.00
Concrete Manholes	3 only	500.00	1,500.00
Concrete Inlets, Type CG-1	10 only	250.00	2,500.00
Concrete Curbs	80 cu.yd.	65.00	5,200.00
Traffic Signal Installation, Complete	All Required		21,175.00
			$120,970.00
Flagging (60% of Contractor's Cost)	All Required		$ 660.00
Permanent Pavement Striping	All Required		120.00
Railroad Protective Costs	All Required		900.00
			$ 1,680.00
	Subtotal		$122,650.00
	10% Engr. & Cont.		12,265.00
	Total		$134,915.00

Length of Roadway - - - - 0.170 mile
Cost of Roadway Per Mile - - - - $793,617.64

Federal Funds - - - - - - - - - - - - - -	$ 85,751.00
State Funds - - - - - - - - - - - - - - -	24,582.00
City Funds - - - - - - - - - - - - - - -	24,582.00
Total	$134,915.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 100%

Contract No. 7791

Prefix 22-0605

STATE COPY

Oregon State Highway Division

Federal Aid Project
No. EHS-T-5001(2) Safety

S. PACIFIC BLVD.-FERRY STREET (ALBANY) SECTION

ALBANY-JUNCTION CITY HIGHWAY AND CITY STREETS

LINN COUNTY

Salem, Oregon, August 15, 1972

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Removal of Structures and Obstructions	All Required		1,500.00
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Trench Excavation	340 cu.yd.	5.50	1,870.00
Class "C" Asphalt Concrete Mixture	500 ton	10.00	5,000.00
Class "B" Asphalt Concrete Mixture	4,000 ton	9.50	38,000.00
Asphalt Cement in Mixture	290 ton	40.00	11,600.00
8-inch Sewer Pipe	140 lin.ft.	5.50	770.00
12-inch Sewer Pipe	380 lin.ft.	8.00	3,040.00
18-inch Sewer Pipe	70 lin.ft.	14.00	980.00
24-inch Sewer Pipe	230 lin.ft.	16.00	3,680.00
Concrete Manholes	3 only	500.00	1,500.00
Concrete Inlets, Type CG-1	10 only	250.00	2,500.00
Concrete Curbs	80 cu.yd.	65.00	5,200.00
Traffic Signal Installation, Complete	All Required		21,175.00
			$120,970.00
Flagging (60% of Contractor's Cost)	All Required		$ 660.00
Permanent Pavement Striping	All Required		120.00
Railroad Protective Costs	All Required		900.00
			$ 1,680.00
	Subtotal		$122,650.00
	10% Engr. & Cont.		12,265.00
	Total		$134,915.00

Length of Roadway - - - - 0.170 mile
Cost of Roadway Per Mile - - - - $793,617.64

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State Funds - - - - - - - - - - - - - - -	24,582.00
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Total	$134,915.00

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State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 100%

Contract No. 7791

Prefix 22-0605

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE August 15, 1972

FROM George M. Baldwin
Administrator of Highways
by L. H. Young
L. H. Young
Programing Engineer

SUBJECT **Concurrence in Award**

Confirmation of your tentative concurrence as of August 14, 1972, is requested in the award of contract for the South Pacific Blvd.-Ferry St. (Albany) Section, Project No. EHS-T-5001(2).

The contractor receiving the award is Morse Bros., Inc., in the amount of $120,970.00, with Contract No. 7791 assigned. This bid was received on July 27, 1972 and awarded on August 15, 1972.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement

Date AUG 17 '72

I concur in the award.

for **G. L. Green, Acting Division Engineer**

RECEIVED
AUG 17 1972
PROGRAMING SECTION

August 11, 1972

Mr. Larry L. Rice
City Manager
City Hall
Albany, Oregon 97321

RE: TOPICS Project EHS-T-5001(1)
So. Pacific Blvd.-Ferry St. Section
Queen Avenue

Dear Mr. Rice:

This will acknowledge receipt of the City of Albany's check No. 01910 in the amount of $18,940 and the Albany Redevelopment Agency's check No. 304 in the amount of $9,260, for a total of $28,200, which is the correct amount required as an advance deposit for the subject project.

The contract for this project will be awarded next week.

$30,200

Very truly yours,

George M. Baldwin
Administrator of Highways

By RICHARD BLADORN

for H. S. Cox
County and City Engineer

RB:lat

bc: R. L. Schroeder
L. H. Young
L. E. George
J. B. Boyd
V. E. Skoog -

Check No. 01910 for $18,940 & Check No. 304 for $9,260

Rec'd 8/11/72 by _____

ENGR. COUN. CE RE UE
UPE CE RE RPE

bc: R. L. Schroeder
L. H. Young
J. B. Boyd

July 31, 1972

Mr. Larry L. Rice
City Manager
City Hall
Albany, Oregon 97321

Re: TOPICS Project EHS-T-5001(2)
S. Pacific Ave.-Ferry St. Sect.
Queen Avenue

Dear Mr. Rice:

The Highway Commission opened bids on July 27, 1972 for the subject project. The apparent low bid was submitted by Morse Bros. Inc. of Lebanon. Their bid exceeds the Highway Division's estimate by approximately 15%; however, Dick Pusich has indicated by phone that the City would prefer not to resubmit the project for bids.

The anticipated cost based and the low cost bid is as follows:

Contractor's bid		$120,970
Anticipated additional items:		
Flagging	660	
Railroad Protection	900	
	$122,530	
Engineering & Contingencies (13½%)	16,542	
	$139,072	
Estimated preliminary engineering to date	1,928	— Should be 11,928
TOTAL	$141,000	151,000

City's Advance Deposit:

20% of TOTAL $ 28,200 — 30,200

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check (in the amount of $28,200) payable to the Oregon State Highway Commission and FORWARD IT TO Mr. H. S. Cox, County and City Engineer, State Highway Division, Salem 97310.

8-7-72 Phoned Dick Pusich - He will inform Larry Rice: Checks already made out - Make up at end of project 3

Very truly yours,

George M. Baldwin
Administrator of Highways

RICHARD BLADORN

By: H. S. Cox
County and City Engineer

Bring up Aug 9

MB:ljt

☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ PPE ☐

SOUTH PACIFIC BOULEVARD-FERRY STREET (ALBANY) SECTION

QUEEN AVENUE

LINN COUNTY

FAP EHS-T-5001(2)
0.17 miles Grading, Paving and Signals — Bids Received July 27, 1972

1.	Temporary Protection and Direction of Traffic	All Specified		$	7,800.00	14155
2.	Removal of Structures and Obstructions	All Specified			1,000.00	1500
3.	General Excavation	2,500 cu.yds.	3.25	4	8,125.00	10000
4.	Trench Excavation	340 cu.yds.	6.00	5.50	2,040.00	1870
5.	Class "C" Asphalt Concrete Mixture	500 tons	9.50	10	4,750.00	5000
6.	Class "B" Asphalt Concrete Mixture	4,000 tons	9.00	9.50	36,000.00	38000
7.	Asphalt Cement in Mixture	290 tons	40.00	"	11,600.00	11600
8.	8-inch Sewer Pipe	140 lin.ft.	4.00	5.50	560.00	770
9.	12-inch Sewer Pipe	380 lin.ft.	6.00	8	2,280.00	3040
10.	18-inch Sewer Pipe	70 lin.ft.	10.00	14	700.00	980
11.	24-inch Sewer Pipe	230 lin.ft.	12.00	16	2,760.00	3680
12.	Concrete Manholes	3 only	450.00	500	1,350.00	1500
13.	Concrete Inlets, Type CG-1	10 only	200.00	250	2,000.00	2500
14.	Concrete Curbs	80 cu.yds.	60.00	65	4,800.00	5200
	TRAFFIC SIGNALS					
15.	Traffic Signal Installation, Complete	All Specified			19,200.00	21175
		For Comparison of Bids			$ 104,965.00	

Aug 9.

ESTIMATED CONSTRUCTION AUTHORIZATION

15.2% over

Estimated Contract Amount		$104,965.00	120,970
Anticipated Additional Items:			
Flagging (State Share)	660.00		
Railroad Protective Costs	900.00		
Permanent Pavement Striping	120.00		
		1,680.00	1680
		$106,645.00	122,650
Engr. & Cont. (13 1/2%)		14,397.08	16,558
Estimated Net Authorization, Constr.		$121,042.08	139,208
Est. PE To Date			1792
			141,000
ADV. Deposit			28,200

MORSE BROS. Inc. Lebanon

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

PROJECT NUMBER
#10

LOCATION
LINN COUNTY

South Pacific Blvd.-Ferry St. (Albany) Sec.
Queen Avenue in Albany

Est. 104,965

OWNER
Oregon State Highway Department

DATE OF OPENING BID
July 27, 1972

BIDDER	No. 1	No. 2	No. 3
TOTAL BID $	MORSE BR LEBANON	SALEM	
	1 4 1 5 5		
	1 5 0 0		
	1 0 0 0 0 0		
	1 8 7 0		
	5 0 0 0		
	3 8 0 0 0 0		
	1 1 6 0 0 0		
	7 7 0		
	3 0 4 0 0		
	9 8 0		
	3 6 8 0 0		
	1 5 0 0 0		
	2 5 0 0 0		
	5 2 0 0		
	2 1 1 7 5		
	1, 2 0 9 7 0 *		

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Temp. Protection & Direction of Traffic	1	14,155	10,000	14,155
	L.S.	Removal of Structures & Obstructions	2	1,500	5,000	1,500
2,500	C.Y.	General Exc.	3	4	5	10,000
340	C.Y.	Trench Exc.	4	5.50	6	1,870
500	Tons	Cl. "C" Asphalt Conc. Mixture	5	10	10	5,000
4,000	Tons	Cl. "B" Asphalt Conc. Mixture	6	9.50	10	38,000
290	Tons	Asphalt Cement in Mixture	7	40	45	11,600
140	L.F.	8-inch Sewer Pipe	8	5.50	5	770
380	L.F.	12-inch Sewer Pipe	9	8	6	3,040
70	L.F.	18-inch Sewer Pipe	10	14	10	980
230	L.F.	24-inch Sewer Pipe	11	16	15	3,680
3	Only	Concrete Manholes	12	500	500	1,500
10	Only	Concrete Inlets, Type CG-1	13	250	200	2,500
80	C.Y.	Concrete Curbs	14	65	60	5,200
	L.S.	TRAFFIC SIGNALS Traffic Signal Installation, Complete	15	21,175	23,980	21,175
				120,970	127,000	

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

PROJECT NUMBER
#10

LOCATION
LINN COUNTY

South Pacific Blvd.-Ferry St. (Albany) Sec.
Queen Avenue in Albany

OWNER
Oregon State Highway Department

DATE OF OPENING BID
July 27, 1972

BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $

(3) LOW BIDDERS

Morse Bros Inc Lebanon	Cutting Bros inc. Salem	Legal
NO.	NO.	NO.

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Temp. Protection & Direction of Traffic	1	14,155	10,000	
	L.S.	Removal of Structures & Obstructions	2	1,500	5,000	
2,500	C.Y.	General Exc.	3	4	5	
340	C.Y.	Trench Exc.	4	5.50	6	
500	Tons	Cl. "C" Asphalt Conc. Mixture	5	10	10	
4,000	Tons	Cl. "B" Asphalt Conc. Mixture	6	9.50	10	
290	Tons	Asphalt Cement in Mixture	7	40	45	
140	L.F.	8-inch Sewer Pipe	8	5.50	5	
380	L.F.	12-inch Sewer Pipe	9	8	6	
70	L.F.	18-inch Sewer Pipe	10	14	10	
230	L.F.	24-inch Sewer Pipe	11	16	15	
3	Only	Concrete Manholes	12	500	500	
10	Only	Concrete Inlets, Type CG-1	13	250	200	
80	C.Y.	Concrete Curbs	14	65	60	
		TRAFFIC SIGNALS				
	L.S.	Traffic Signal Installation, Complete	15	21,175	23,980	
				120,970	127,000	

MEMO TO THE FILES
January 29, 1973

Re: TOPICS FUNDS

The estimated costs for the following TOPICS projects are expected to exceed the available Federal funds allocated to the cities involved. Therefore, it will be necessary to limit the amount of Federal funds collected for each project until such time as more funds become available or other arrangements are made:

CITY	PROJECT NO.	CONTRACT NO.	FEDERAL FUND LIMIT
ALBANY	EHS-T-5001(2)	7791	$ 69,000
CORVALLIS	T-5007(2)	(to be awarded)	$103,000
HILLSBORO	T-5014(2)	7860	$ 69,000
NORTH BEND	T-5022(1)	7753	$ 41,000
ONTARIO	EHS-T-5023(3)	7712	$ 29,000

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

NOTED
R. D. ASBURRY

cc: F. B. Klaboe
R. L. Schroeder
V. E. Skoog
E. L. Young

RECEIVED
JAN 30 1973
PROGRAMING SECTION

RECEIVED
FOR FILING

COST ANALYSIS
PROJECTS BID JULY 27, 1972

	REMARKS
Job No. 4, Big Creek (Knappa) Bridge Over Engineer's Estimate 21.1% 7791	Bridge removal work, Bid Item 7, was estimated at $2,000 and bid at $20,000. This one item accounts for most of the difference between the bid and the estimate. The Bridge Section now believes $12,000 is a fair estimate for the bridge removal item. The difficulty of removal of a poured in place structure was overlooked on the estimate. Bridge does recommend acceptance of the low bid by Hamilton.
Job No. 10, South Pacific Blvd.-Ferry St. (Albany) Section Over Engineer's Estimate 15.1%	This project was first bid as a larger job known as Vine St.-Ferry St. (Albany) on March 30, 1972. The low bid them by Corvallis Sand & Gravel at $148,603 was 11% over the engineer's estimate. The prices then were analyzed as a modest amount over our estimate with a final note that re-advertisement would not lower the price of the job. With the change down in quantity of most bid items, the estimated prices were raised on many of the items of this job. The new bid was in line on all items except Temporary Protection and Direction of Traffic, Bid Item 1, L.S. at $14,155 which is $6,355 above the engineer's estimate. The bid amount on this item happens to be exactly the same as Morse Bros. bid at the earlier letting. Wage increases next near and new mining regulations which we did not reflect in our estimate may account for some of the overall prices above our estimate. No better prices are anticipated if the project is re-advertized.
Job No. 14, SW 12th Ave.-SW 18th Avenue (Goose Hollow) Over Engineer's Estimate 168.3%	The one bid was not responsive. Too high.

NOTED
F. B. KLABOE

ELJ:fw
cc: F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart
John Bond
Cost Analysis

RECEIVED
AUG 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
JUL 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

MONTHLY TRANSACTION NO. 7-36

DATE SUBMITTED TO W.O. JUL 19 1972

FORM PR-9 (REV. 6-61)

REQUEST FO
OF INDIVIDUAL PROJ
(PPM 21-

CARD									
2	REPORT NUMBER (19)–(20): 4	PROJECT LOCATION (65 typewriter spaces) 21–65: Queen Ave. from Pacific Blvd. (OR 99E) to Ferry St.	ADT	13,800* 6,500**	FUTURE (66)–(70): 23,500* 11,700**	(71)			
3	CHARACTER OF PROPOSED WORK (35 spaces) 28–62: Gr., Dr., Pave & Traf. Signal	NATL. FOREST (63)–(65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. (66)–(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72–73	PL AU 74	
4	CLASS OF FEDERAL FUNDS [1]: TOPICS	COUNTY NAME							
	NAME OF URBAN AREA 17-31: Albany	F.A. SYSTEM: Primary Type II							

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST
1	(1)–(5)	10	41	42	43 - 46	53					(54) (58)	(59)
5					PE ROW CONST (Safety)		ITEM AS NOW PROGRAMED	31-B	EHS-T-5001(2)	US 99E at Queen Ave. & Calapooia St. Intersections "Vine St.-Ferry St. (Albany) Section"	0.60	130,000
										PROJECT TOTAL	0.60	130,000
5					PE ROW CONST (Safety)		REQUESTED REVISION	31-B	EHS-T-5001(2)	Queen Ave. from Pacific Blvd. (ORE 99E) to Ferry St. "S. Pacific Blvd.-Ferry St. (Albany) Section"	0.17	117,309 (16)
										PROJECT TOTAL	0.17	117,309

CARD		
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE: To adjust (1) termini to co
cost to conform to latest estimate based on
conform with the work as presently planned.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMEND
February 16, 1972	DATE: July 5, 1972	DATE:
OTHER:	SIGNATURE:	SIGNATURE:
	Programing Engineer	TITLE:

RECE
COUNTY &
JUL 2
ENGR. COOR.
UPE CE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

7-19-72

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

99E) to	ADT	13,800* 6,500**	FUTURE 23,500* 11,700**	YEAR 91	REGION 10	STATE NAME Oregon	STATE CODE 35	APPR. CODE 077 / ITEM NO. 31-8

FOR MISCELLANEOUS FUNDS ONLY

RTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) EHS-T- | NUMBER-AGR. NO. 5001(2)

I PROJECTS ONLY: POST NO. | DESIG.

COUNTY CODE 043

COUNTY NAME: Linn

F.A. SYSTEM: Primary Type II | RTE NO. T | FEDERAL AID | STATE City St. | U.S.

TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
US 99E at Queen Ave. & Calapooia St. Intersections				23,700	Gr., Dr., H.T. Pave., Curbs, Traffic Signals, Illumination, Landscaping and Irrigation System.
"Vine St.-Ferry St. (Albany) Section"	0.60	130,000	82,600	23,700(City)	
PROJECT TOTAL	0.60	130,000	82,600	47,400	
Queen Ave. from Pacific Blvd. (ORE 99E) to Ferry St.					Gr., Dr., H.T. Pave., Curbs and Traffic Signals.
"S. Pacific Blvd.-Ferry St. (Albany) Section"	0.17	117,309	74,561	21,374(City) 21,374	
PROJECT TOTAL	0.17	117,309	74,561	42,748	

REASON FOR CHANGE: To adjust (1) termini to conform with present limits of project; (2) project cost to conform to latest estimate based on proposed work; (3) character of proposed work to conform with the work as presently planned.

AM REVISION REQUESTED	RECOMMENDED	APPROVED
1972	DATE	DATE
	SIGNATURE	SIGNATURE Original Signed By G. L. G... Acting Engineer
gineer	TITLE	TITLE

RECEIVED
COUNTY & CITY SECTION
JUL 20 1972
ENGR. COOR. CE AE UE
UPE CE RE RPE

acing, show both classes of funds involved.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-18-72

FEDERAL AID PROJECT NO.
EHS-T-5001(2)

STATE PROJECT NO.
S. Pacific Blvd - Ferry Street (Albany) Section

FROM:
G. L. Green, Acting Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
T-318

COUNTY NAME
Linn

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

Mr. G. M. Baldwin
Administrator of Highways
State of Oregon
Salem, Oregon

7-20-72

DATE PS&E APPROVED
July 5, 1972

DATE AUTHORIZATION EFFECTIVE
July 5, 1972

FEDERAL ROUTE NUMBER
Primary Route 3 & Type 2 Primary

STATE ROUTE NUMBER
Albany-Jct City Hwy #58 & City Streets

GENERAL LOCATION:
Albany

GENERAL DESCRIPTION OF WORK:
After concurrence in award you are authorized to proceed with Contractor's flagging in amount of $660.00; Railroad Protective Services $900.00 and Permenant Pavement Striping by State Forces in amount of $120.00 as shown in your Estimate.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [X] OTHER (Specify) Contractor's Flagging $660.00; Railroad Protective Services $900.00; Permenant Pavement Striping by State Forces $120.00
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Young's June 30, 1972 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved.

A signed copy of the revised Title Sheet is returned herewith.

RECEIVED
JUL 20 1972
PROGRAMING SECTION

NOTED
R N CHASE
7-24-72

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-18-72	G L Green	Acting Division Engineer

JUL 19 1972

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

2-10-72

FEDERAL-AID PROG

(PPM 21-1)

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

2-10-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)	ADT	13,800* 6,500**	23,500* 11,700** (66) (70)	91 (71) (72)	10	Oregon	35 (2) (3)	077 (4) (8)	31-B (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
(69)	(70)	(71)	EHS (72) (73)	(74) (75)	EHS-T- 14 23	5001(2) 7 18		(24) (26)	27

COUNTY NAME: Linn — CODE: 043 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.: P ST — FEDERAL-AID: 3 & 202 (32) — STATE: City St. (36) (37) — U.S.: – (41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			
					Gr., Dr., HT Pave., Curbs, Traffic Signals, Illumination, Landscaping and irrigation system.
0.60	130,000	82,600	23,700	23,700 (City)	ROW - 60' min.; Access Control - partial; Parking Restrictions - partial.
0.60	130,000	82,600	23,700	23,700 (City)	

(16) (23) (24) (33)

REMARKS

*US 99E
**Queen Ave.

P.E. for this project programmed under Item 31-A, Project T-5001(1).

-over-

USCOMM DUSCOMM-DC 48908-P61

REMARKS - continued

Existing Facilities:

Queen Ave. - West of Pacific - 44' curb to curb, 2-lane AC pavement, curbs, gutters and sidewalks.
East of Pacific - 24', 2-lane, AC pavement. No curbs, gutters or sidewalks.
Calapooia - 30', 2-lane, oil mat, no curbs, gutters or sidewalks.
Pacific - 64' curb to curb, 4-lane with 4' median. AC pavement. Curbs, gutters, and sidewalks.

Adjacent Facilities: Same as above but with RR x'ing on Queen Ave. (See RR Data below)

Project Data: Upgrade traffic signal at Queen and S. Pacific, and interconnect with railroad pre-emption; widen Queen Ave. to provide left turn refuges at S. Pacific and 4 traffic lanes (56' curb to curb including 4' median) from Calapooia to S.P.T. Co. RR; install raised concrete median with left turn refuges, on S. Pacific and landscape and equip median with necessary irrigation facilities south of Queen. Install necessary illumination.

Railroad Data: (Adjacent to limits of project on Queen Ave.)

Railroad -	Southern Pacific Transportation Co.
No. of Tracks -	6 (1 main, 1 siding, 2 spur & 2 yard)
No. of Trains -	55 (25 through & 30 switching)
No. of High Speed Trains -	None
Present Protection -	Wigwag (lights and gongs)
Proposed Protection -	Flashing lights, gongs, and short-arm gates.
Railroad Benefits -	None (No federal participation)

NOTE: Proposed protection is being installed under agreement between the City of Albany and Southern Pacific Transportation Co.

Public Hearing: N
PPM 20-8.

Relocation Assista
the existing right

System Action: Ty
(Note: Calapooia
included in the te
in the final Type

Airports, Water De
involved.

Clearinghouse: Ex
and comments under
7, 1970, respectiv

Location/Design Ap

Environmental Sta
on May 11, 1971.

Control of Utilit
authority to contr
project. A State-
paragraph 6d(1) of

VINE ST.-FERRY ST. (ALBANY) SECTION
Project EHS-T-5001(2)

curb, 2-lane AC pave-
walks.
, AC pavement. No

s, gutters or side-

4' median. AC pave-
dewalks.

x'ing on Queen Ave.

and S. Pacific, and
een Ave. to provide
nes (56' curb to
.T. Co. RR; install
n S. Pacific and
ation facilities
.

on Queen Ave.)

ansportation Co.
, 2 spur & 2 yard)
switching)

ongs)
ngs, and short-

articipation)

nder agreement
c Transportation Co.

Public Hearing: Not required under provisions of paragraph 6c of PPM 20-8.

Relocation Assistance Payments: None required as project is within the existing right of way.

System Action: Type II FAP System approved by FHWA February 20, 1970. (Note: Calapooia Street between S. Pacific and Queen Ave. was not included in the tentative Type II FAP System, but is to be included in the final Type II FAP System when submitted for approval.)

Airports, Water Development, Historical and Recreation Areas: None involved.

Clearinghouse: Exempt from State and District 4 Clearinghouse reviews and comments under working agreements dated April 28, 1970 and August 7, 1970, respectively.

Location/Design Approval: Requested under action of January 28, 1972.

Environmental Statement: Negative declaration concurred in by FHWA on May 11, 1971.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right of way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Oregon State Highway Division

Federal Aid Project
No. EHS-T-5001(2) Safety

S. PACIFIC BLVD.-FERRY STREET (ALBANY) SECTION

ALBANY-JUNCTION CITY HIGHWAY AND CITY STREETS

LINN COUNTY

Salem, Oregon, June 30, 1972

Revised P.S. & E. estimate.

Type Code 6201
Roadway (Queen Ave. Sta. 635+00 to Sta. 643+95)

Temporary Protection and Direction of Traffic	All Required		$ 7,800.00
Removal of Structures and Obstructions	All Required		1,000.00
General Excavation	2,500 cu.yd.	3.25	8,125.00
Trench Excavation	340 cu.yd.	6.00	2,040.00
Class "C" Asphalt Concrete Mixture	500 ton	9.50	4,750.00
Class "B" Asphalt Concrete Mixture	4,000 ton	9.00	36,000.00
Asphalt Cement in Mixture	290 ton	40.00	11,600.00
8-inch Sewer Pipe	140 lin.ft.	4.00	560.00
12-inch Sewer Pipe	380 lin.ft.	6.00	2,280.00
18-inch Sewer Pipe	70 lin.ft.	10.00	700.00
24-inch Sewer Pipe	230 lin.ft.	12.00	2,760.00
Concrete Manholes	3 only	450.00	1,350.00
Concrete Inlets, Type CG-1	10 only	200.00	2,000.00
Concrete Curbs	80 cu.yd.	60.00	4,800.00
Traffic Signal Installation, Complete	All Required		19,200.00
			$104,965.00
Flagging (60% of Contractor's Cost)	All Required		$ 660.00
Permanent Pavement Striping	All Required		120.00
Railroad Protective Costs	All Required		900.00
			$ 1,680.00
	Subtotal		$106,645.00
	10% Engr. & Cont.		10,664.00
	Total		$117,309.00

Length of Roadway - - - - 0.170 mile
Cost of Roadway Per Mile - - - - $690,052.94

Federal Funds - - - - - - - - - - - - - -	$ 74,561.00
State Funds - - - - - - - - - - - - - - -	21,374.00
City Funds - - - - - - - - - - - - - - -	21,374.00
Total	$117,309.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 100%

Contract No.

Prefix

RECEIVED
CITY OF ALBANY

JUN 12 1972

RECORDER

By_____

June 9, 1972
(date)

RECEIVED
COUNTY & CITY SECTION
JUN 15 1972
ENGR. COOR. OE AE UE
UPE CE RE RPE

City of Albany
City Hall
Albany, Oregon 97321

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Queen Ave. & S. Pacific Blvd.

Section S. Pacific Blvd.-Ferry Street: Grade, pave & signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

6-13-72
(date)

By Richard Rum
Dir. of Public Works

By_____
Commissioner

By_____
Commissioner

cc: L. H. Young
Attn: Duane Ridings

City of Albany

OFFICE OF PUBLIC WORKS DIRECTOR
P. O. BOX 490
ALBANY, OREGON 97321

June 5, 1972

Mr. Dick Bladorn
City/County Coordinator
Oregon State Highway Dept.
State Highway Building
Salem, OR 97310

RE: Queen Avenue and Ferry Street

Dear Dick,

Enclosed are standard drawings for street cross-sections and curb and gutter that your design department requested. As noted, the top of curb is 0.06 ft. lower than top of pavement at centerline on a 48 foot street.

Sincerely,

Robert G. Jossis
Civil Engineer.

RGJ:dj

Encl: 1

CC: Lyle Watson w/encl.

RECEIVED
COUNTY & CITY SECTION
JUN 6 - 1972
ENGR. COOR. CE AE UE
UPE CE RE RPE

City of Albany

OFFICE OF PUBLIC WORKS DIRECTOR
P. O. BOX 490
ALBANY, OREGON 97321

RECEIVED
COUNTY & CITY SECTION
JUN 2 - 1972
☑ ENGR. ☑ COOR. ☐ DE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

June 1, 1972

H. S. Cox
City-County Engineer
Oregon State Highway Dept.
Salem, OR 97310

Attn: Dick Bladhorn

Re: Queen-Ferry Intersection, Albany, OR

Dear Dick,

The City of Albany has plans for improvement of only Ferry Street south of Queen Avenue this summer. Enclosed are the plans for Ferry Street from Queen to 22nd Avenue. The project will not include curb returns onto Queen. As shown on the plans, the curb and gutter begins at a point which will allow 20 foot radius returns to be constructed onto Queen. These curb returns and those on Washington are to be included in the State project.

Basically, the State project should include the intersections at both Ferry and Washington and conform to the existing Queen Avenue east of Ferry. Our proposed grade at Queen and Washington will be the as present since the railroad grade is the controlling factor at that point.

No drainage system will be installed at this time. Inadequate as it may be, our only choice is to use the existing open ditches for dtainage. Thus, as before, flooding at the Queen-Ferry intersection will continue during high intensity rainfall. Perhaps some new culverts and ditch relocation will be required at this time. We did raise the Ferry Street grade to 213.50 at Queen so only a cut of about a foot will be required. Hopefully, the ponding water won't swallow up any small foreign cars with only another foot of cut.

Please contact our Engineering Department if there are any more design problems regarding our plans in the area. Construction of Ferry should begin in July.

Sincerely,

Robert G. Jossis

Robert G. Jossis
Civil Engineer

CC: L. K. WATSON W/ENCL.
J.B. Boyd – INFO.

RGJ:dj Encl: 1

T FILE
Copy to Duke

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 22, 1972

Mr. Larry L. Rice
City Manager
City Hall
Albany, Oregon 97321

Re: Letter of Understanding
TOPICS Project EHS-T-5001(2)
S. Pacific Blvd.-Ferry Street. Sect.
Queen Street

Dear Mr. Rice:

This letter of understanding is written to confirm the agreed to revisions in the subject project.

All work will be confined to Queen Avenue between S. Pacific Blvd. and Ferry Street. Work will consist of widening Queen Avenue to 56 feet with curbs and gutters. The existing traffic signal at S. Pacific Blvd. and Queen Avenue will be revised to accommodate the additional width. All widening within railroad right-of-way will be done by the railroad at no cost to the project.

The revised project will be scheduled for the July 27, 1972 bid opening.

If the foregoing is agreeable to the City, please indicate approval in the space provided and return one copy for our files.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

CITY OF ALBANY

Date 23 May 72

By Larry L. Rice

Title City Mgr.

RB:ljt

RECEIVED
COUNTY & CITY SECTION
MAY 25 1972

cc: R.L. Schroeder
F.L. Hall
L.E. George
L.N. Young
J.B. Boyd

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 20, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways
by L. H. Young
L. H. Young
Programing Engineer

SUBJECT **Vine St.-Ferry St. (Albany) Section**
Oregon Project No. EHS-T-5001(2)

Concurrence is requested in rejecting the bids received March 30, 1972 for the subject project.

We received three bids on this project; the low bid from Corvallis Sand and Gravel Co., in the amount of $148,603 is $14,765.50 or 11 percent above the engineer's estimate of $133,837.50. We are rejecting all bids received on this project because it is considered too high for the Highway Commission to accept and the city of Albany has indicated it was too high for them to accept.

The project is to be redesigned and will be readvertised at a later date. Two copies of the bid tabulations are attached and if further information is needed, please advise.

Attach.

DAR:dg

Federal Highway Administration Endorsement
I concur in rejecting all bids.

Date APR 24 1972

for R. E. Simpson, Division Engineer

RECEIVED
APR 25 1972
PROGRAMING SECTION

FARM AND FOREST PRODUCTS • GRACIOUS LIVING • METALS CENTER • SPORTS • TIMBER CARNIVAL

City of ALBANY

"Hub of the Willamette Valley"

CITY HALL • P.O. BOX 490
ALBANY, OREGON 97321

OFFICE OF THE CITY MANAGER

April 14, 1972

Mr. Richard Bladhorn
405 State Highway Building
Counties and City Section
Salem, OR 97310

Mr. Bladhorn:

In formal action last Wednesday evening, the Albany City Council decided to ask the Department to throw out the recent bids on TOPICS Project EHS-T-5001 (2) which were over the estimates.

Within two weeks, the Council hopes to determine what approach it can take. The present thinking is that the project should be scaled down to include only Queen Avenue excluding the Pacific Boulevard section. This would bring the costs down within estimates.

Thank you, and I will be in touch within a few days.

Sincerely,

Larry L. Rice
City Manager

LLR: aph

4-18-72
CC: R.L. Schroeder
F.L. Hall
L.H. Young
L.E. George
J.B. Boyd

RECEIVED
COUNTY & CITY SECTION
APR 19 1972
ENGR. COOR. GE AP UE
UPE CE RE PPE

"OUR SISTER CITY IS ALBANY, WESTERN AUSTRALIA"

4-13-72

Median Strip Cut From Albany Plan

Statesman News Service

ALBANY, Ore. — Median strips are not necessarily assets to a street program, Albany City Council members decided Wednesday night.

Action on a partially federal-sponsored program involving Pacific Boulevard and Queen Avenue railroad crossing, with the city paying only 20 per cent of the cost, came to a temporary halt when officials learned from bids submitted that it would cost the city $20,000 more than anticipated.

Owners of the property along the designated areas, including Roger Reid, attorney representing himself and clients, felt that the median strips were not necessary and the council voted finally to eliminate that part of the program but to go ahead with the rest of the project as money allows.

RECEIVED
COUNTY & CITY SECTION
APR 13 1972
ENGR. COOR. GE AE UE
UPE CE RE RPE

THE OREGON STATESMAN -SALEM- APRIL 13, 1972

RECEIVED
COUNTY & CITY SECTION
APR 7 - 1972
ENGR. COOR. CE RE UE
UPE CE RE RPE

cc: Tom Edwards
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
F. L. Hall
L. H. Young
L. E. George
J. B. Boyd

MEMO TO FILES
April 6, 1972

Re: TOPICS Project EHS-T-5001(2)
Vine St.-Ferry St. Section
Queen Avenue & S. Pacific Blvd.
City of Albany

At 10:00 a.m. today a meeting was held with City and State officials at the Albany City Hall to discuss the fate of the subject project.

Present were: Don Catt - Mayor
Larry Rice - City Manager
Dick Pusich - Public Works Director
Frank Terpin - OSHD
Dick Bladorn - OSHD

The City does not have sufficient funds to proceed with this project as it is now designed. They will discuss the alternatives at their next council meeting (April 12, 1972). All bids for the existing project will be rejected.

Alternatives to be discussed are:

1. Find more funds to re-bid present project at a later date.

2. Modify present project to include only Queen St. widening from S. Pacific Blvd. to Ferry St.

3. Cancel entire project in favor of another project.

The City will inform us of their decision following the council meeting.

An informal hearing concerning the project was held at 11:00 a.m. in the council chambers. Present were the above named and approximately 65 interested citizens. Most people present expressed strong objections to "barricades" (raised concrete dividers and turn refuges) being constructed anywhere. All were concerned by the potential loss of customers due to restricted turn movements into their places of business.

Many felt they had been deliberately left in the dark concerning the project because a public hearing was not held.

The meeting closed at approximately 12:30 p.m. with the Mayor assuring those present that the improvements on S. Pacific Blvd. would not be constructed.

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

4-5-72

1972

Democrat-Herald
Albany ----------4-5

No-turn plan for Pacific prompts meet

At the request of the Albany Area Chamber of Commerce, Pacific Boulevard property owners will meet with Oregon Highway Division personnel Thursday morning.

James Barrett, chamber manager, said Pacific Boulevard merchants are upset over plans to prohibit left turns in the area of Queen Avenue.

The no-turn proposal was for an area of about two blocks on either side of Queen Avenue and would have been part of the new traffic signals, channelization, and signing and striping in connection with the Queen Avenue railroad crossing improvement project.

Bids were opened last Thursday by the state, but the low bid of Corvallis Sand and Gravel Co. at $148,603 was above engineering estimates. So the state officials will be in Albany Thursday to review which portions of the project can be completed with available funds.

Larry L. Rice, Albany city manager, said he had no idea how many concerned property owners would be attending the 11 a.m. Thursday session in the city council chambers. He initially thought the meeting would be between a few business leaders, the state officials, himself and Richard Pusich, public works director.

But Barrett said letters about the meeting have gone to all major Pacific Boulevard merchants — about 80 of them. The merchants don't want the no-turn policy in the Queen Avenue area to become a precedent for the remaining length of the boulevard. Pacific is part of the state highway system.

JOHN W. MOORE

PROPERTY MANAGER
SAFEWAY STORES
INCORPORATED

1139 S.E. THIRD AVENUE
PORTLAND, OREGON 97214
TELEPHONE 232-2101

April 5, 1972

Mr. Everett Richards
Fisher Implement Co.
PO Box 159
Albany, Oregon 97321

Dear Mr. Richards:

Thank you for your letter of March 30. The project on South Pacific Boulevard from Washington Street southerly to 23rd Avenue was initiated by the City of Albany under the Federal-Aid TOPICS program. The Highway Division has designed the project in accordance with the wishes of the city.

We are therefore forwarding your letter to the City of Albany for their consideration.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

RU:mm el

bcc: Tom Edwards
F. B. KLaboe
J. B. Boyd
C. T. Keasey
H. S. Cox
E. L. Hunter

April 5, 1972

Mr. R. P. Perlenfein, Manager
Tum-A-Lum Lumber Co.
2075 SW First Avenue
Portland, Oregon 97201

Dear Mr. Perlenfein:

Thank you for your letter of March 30. The project on South Pacific Boulevard from Washington Street southerly to 23rd Avenue was initiated by the City of Albany under the Federal-Aid TOPICS program. The Highway Division has designed the project in accordance with the wishes of the city.

We are therefore forwarding your letter to the City of Albany for their consideration.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

RU:mm el
bcc: Tom Edwards
F. B. Klaboe
J. B. Boyd
C. T. Keasey
H. S. Cox
E. L. Hunter

April 5, 1972

Mr. Roger H. Reid
Attorney at Law
PO Box 665
Albany, Oregon 97321

Dear Mr. Reid:

Thank you for your letter of March 29. The project on South Pacific Boulevard from Washington Street southerly to 23rd Avenue was initiated by the City of Albany under the Federal-Aid TOPICS program. The Highway Division has designed the project in accordance with the wishes of the city.

We are therefore forwarding your letter to the City of Albany for their consideration.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

RU:mm el

bcc: Tom Edwards
F. B. Klaboe
J. B. Boyd
C. T. Keasey
H. S. Cox
E. L. Hunter

TUM-A-LUM LUMBER COMPANY

Suite 2-O
Portland Center Shopping Plaza
2075 S.W. FIRST AVENUE
PORTLAND, OREGON 97201

March 30, 1972

Mr. Tom Edwards
State of Oregon Highway Engineer
405 State Highway Building
Salem, Oregon 97310

Gentlemen:

As property owners at 520 South Pacific Boulevard, Albany, Oregon, we wish to go on record as objecting to construction of the divider strip on South Pacific Boulevard, as proposed by the City of Albany to the State Highway Department.

This strip will block any southbound traffic from turning into our place of business.

Very truly yours,

TUM-A-LUM LUMBER COMPANY

R. P. Perlenfein

RPP:bj

R. P. Perlenfein
Manager

RECEIVED
MAR 31 1972
OFFICE OF
STATE HIGHWAY ENGINEER

PHONE (503) 926-5804

ROGER H. REID
ATTORNEY AT LAW
4TH & WASHINGTON
P. O. BOX 665
ALBANY, OREGON 97321

March 29, 1972

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: Mr. Tom Edwards,
State Highway Engineer

Gentlemen:

Re: Vine Street and Ferry Street, Albany Section, Linn County, Oregon - Queen Avenue and Pacific Boulevard Center Barricade Project

This office represents several land owners with property near Pacific Boulevard and Queen Avenue, Albany, Oregon. These land owners just received information this date of the proposed barricades which are being placed on Pacific Boulevard and Queen Avenue. The property owners were not aware of this project and were given no opportunity for a hearing concerning the barricades to be erected.

The proposed barricades and future one-way street system will isolate and destroy the value of the property in this area. The property owners are interested in safety for the public and feel that they could, if allowed to have a public hearing, make alternative suggestions without completely destroying the value of the property.

It is felt that as property owners we should have had the courtesy of a public hearing. We request that the project be discontinued until a public hearing is held.

Very truly yours,

ROGER H. REID

RHR:slb

cc: City of Albany

RECEIVED
MAR 31 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 1 1972
OREGON
STATE HIGHWAY COMMISSION

FISHER
IMPLEMENT CO.

ALBANY, OREGON 97321 — Ph. 926-1534
P.O. Box 159

HALSEY, OREGON 97348 — Ph. 369-2321
P.O. Box 198

INDEPENDENCE, OREGON 97351 — Ph. 581-5033 or 838-0181
P.O. Box 368

Mr. Tom Edwards
State of Oregon Highway Engineer
405 State Highway Building.
Salem, Oregon 97310

Dear Sir.

I am writing regarding a proposed traffic divider on South Pacific Boulevard in Albany Oregon.

I and my Son are owners of Fisher Implement Co. which is a Farm and Light Industrial equipment retail sales company.

Our store is located at 1920 South Pacific Blvd. We now have access to the store from both north and south and because of the nature of our business it is very important to us to keep this. Our customers come in from both directions.

It has come as a surprise to us and we cannot understand why property owners on South Pacific Blvd. have not been informed about this plan. We would like to at least be extended the courtesy of having the need for this divider explained to us.

We have been at this location for thirty years and this has given us an opportunity to observe traffic as it has increased over the years and we do not think there is a need for a divider at this time.

One fact of interest is that there has never been an accident in front of our property because of traffic in or out of our store.

I would like to request more time to study this proposal to install the divider and also a meeting, with property owners and business affected, to discuss this.

Sincreely Yours.
Everett Richards
Everett Richards. Pres.
Fisher Implement Co.

RECEIVED
MAR 31 1972
OFFICE OF
STATE HIGHWAY ENGINEER

ENGR. ✓ Coor. CE AE ✓ UE
✓ UPE CE RE RPE

cc: R. L. Schroeder
L. H. Young
J. B. Boyd

March 30, 1972

Mr. Larry L. Rice
City Manager
City Hall
Albany, Oregon 97321

RE: TOPICS Project EHS-T-5001(2)
Vine Street-Ferry Street Section
Queen Avenue & South Pacific Blvd.

Dear Mr. Rice:

The Highway Commission opened bids today for the subject project. The apparent low bid was submitted by Corvallis Sand and Gravel Company. However, their bid exceeds the Highway Division's estimate of cost by approximately 11% and your available TOPICS funds by approximately $15,000.

This letter will serve to confirm our telephone conversation wherein you requested that all bids be rejected and a modified project be submitted for new bids at a later date.

Very truly yours,

George M. Baldwin
Administrator of Highways

By RICHARD BLADORN

for H. S. Cox
County and City Engineer

RB:mm

NOTE
4-3-72
4PM Larry Rice phoned to say I had misunderstood him. The City will try to come up with the extra money thru an improvement district.
I informed Ray Asberry who in turn informed Tom Edwards - we will present to thuy comm. as a Seperate agenda item. B

VINE ST.-FERRY ST. (ALBANY) SECTION

LINN COUNTY

FAP No. EHS-T-5001(2)
Grading, Paving, Illumination and Signals

Bids Received March 30, 1972

1.	Temporary Protection and Direction of Traffic	All Specified			$ 8,000.00	6400
2.	Removal of Structures and Obstructions	All Specified			2,700.00	7,000
3.	Removal of Pavement	630 sq.yds.	1.50	5	945.00	3150
4.	General Excavation	3,600 cu.yds.	2.00	3.10	7,200.00	11,160
5.	Trench Excavation	290 cu.yds.	6.00	5.30	1,740.00	1,537
6.	Furnishing and Placing Topsoil	630 cu.yds.	4.00	5	2,520.00	3,150
7.	Class "C" Asphalt Concrete Mixture	1,900 tons	8.75	9	16,625.00	17,100
8.	Class "B" Asphalt Concrete Mixture	2,500 tons	8.25	9	20,625.00	22,500
9.	Asphalt Cement in Mixture	290 tons	36.00	42	10,440.00	12,180
10.	8-inch Sewer Pipe	440 lin.ft.	3.50	5.25	1,540.00	2,310
11.	24-inch Sewer Pipe	380 lin.ft.	12.00	13.65	4,560.00	5,187
12.	Extra for Pipe Under Pavement	110 lin.ft.	10.00	11	1,100.00	1,210
13.	Concrete Manholes	2 only	400.00	525	800.00	1,050
14.	Concrete Inlets, Type CG-1	6 only	200.00	205	1,200.00	1,230
15.	Barricade, Type 2	60 lin.ft.	4.00	8	240.00	480
16.	Concrete Walks	150 sq.yds.	6.75	6.30	1,012.50	945
17.	Concrete Driveways	40 sq.yds.	7.00	7.35	280.00	294
18.	Concrete Curbs	160 cu.yds.	55.00	63	8,800.00	10,080
19.	Concrete Islands	90 cu.yds.	60.00	63	5,400.00	5,670
20.	Furnishing and Planting Shrubs	460 only	5.00	7	2,300.00	3,220
21.	Bark Mulch	10 units	40.00	25	400.00	250
22.	Roadway Illumination Installation, Complete	All Specified			8,950.00	9500
23.	Traffic Signal Installation, Complete	All Specified			26,460.00	23,000
		For Comparison of Bids			$ 133,837.50	148,603

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$133,837.50	148,603
Anticipated Additional Items:			
Flagging (State Share)	1,000.00		1000
Permanent Signing	350.00	} By City at City expense	
Permanent Pavement Striping	250.00	} 1,600.00	
		$135,437.50	149,603
Engr. & Cont. (13 1/2%)		18,284.06	20,196
Estimated Net Authorization, Constr.		$153,721.56	169,799
			7,201
			177,000
		Available Funds →	162,000
		100% City →	15,000

Est. PE

32,400
15,000
47,400 ← City's Adm. Dep.

SAFECO INSURANCE COMPANIES
GENERAL INSURANCE COMPANY OF AMERICA
4347 BROOKLYN AVENUE NORTHEAST, SEATTLE, WASHINGTON 98105

BID RESULTS

PROJECT NO. #6 — Vine St.-Ferry St. (Albany) Section
Albany, LINN COUNTY

OWNER: Oregon State Highway Department

DATE: 3/30/72 PAGE: 1 of 2

1. Corvallis Sand & Gravel
2. Morse Bros. Inc.
3. Cushing Bros. Inc.
4.
5.
6.
7.
8.
9.
10.
11.
12.
13.
14.

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Traffic Temp. Protection & Direction of	1	6400	14,155	15,000
	L.S.	Removal of Structures & Obstructions	2	7000	4000	10,000
630	S.Y.	Removal of Pavement	3	5	4	1.20
3,600	C.Y.	General Exc.	4	3.10	4.50	5
290	C.Y.	Trench Exc.	5	5.30	5.50	5
630	C.Y.	Furnishing & Placing Topsoil	6	5	5	4
1,900	Tons	Cl. "C" Asphalt Conc. Mixture	7	9	8.60	10
2,500	Tons	Cl. "B" Asphalt Conc. Mixture	8	9	8.60	10
290	Tons	Asphalt Cement in Mixture	9	42	40	43
440	L.F.	8-inch Sewer Pipe	10	5.25	5.50	5
380	L.F.	24-inch Sewer Pipe	11	13.65	16.75	13
110	L.F.	Extra for Pipe Under Pavement	12	11	10	10
2	Only	Conc. Manholes	13	525	350	500
6	Only	Conc. Inlets, Type CG-1	14	205	250	200
60	L.F.	Barricade, Type 2	15	8	8.50	10
150	S.Y.	Conc. Walks	16	6.30	5.40	6
40	S.Y.	Conc. Driveways	17	7.35	7.20	7
160	C.Y.	Conc. Curbs	18	63	60	60
90	C.Y.	Conc. Islands	19	63	70	60

® SAFECO Insurance Company of America, registered trademark (ABRV.)

PRINTED IN U.S.A.

SAFECO INSURANCE COMPANIES
GENERAL INSURANCE COMPANY OF AMERICA
4347 BROOKLYN AVENUE NORTHEAST, SEATTLE, WASHINGTON 98105

BID RESULTS

PROJECT NO. #6 — Vine St.-Ferry St. (Albany) Section
Albany, LINN COUNTY

OWNER: Oregon State Highway Department

DATE: 3/30/72 PAGE: 2 of 2

1. _____ 8. _____
2. _____ 9. _____
3. _____ 10. _____
4. _____ 11. _____
5. _____ 12. _____
6. _____ 13. _____
7. _____ 14. _____

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
460	Only Furnishing & Planting Shrubs	20	7	6 90	10
10	Units Bark Mulch	21	25	60	66 90
	L.S. Complete Roadway Illumination Installation,	22	9500	9000	11,000
	L.S. Traffic Signal Installation, Complete	23	23,000	23,000	27,000
	(133,837.50)		128,603	156,427	175,000
			11%		

S-403 R11 6/71

SAFECO Insurance Company of America, registered trademark owner.
PRINTED IN U.S.A.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-22-72

FEDERAL AID PROJECT NO.
EnS-T-5001(2)

STATE PROJECT NO.
VINE STREET - FERRY STREET SECTION (ALBANY)

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
T-31B

COUNTY NAME
LINN

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

3-24-72

NOTED
F. B. KLABOE

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MARCH 8, 1972	MARCH 8, 1972	PRIMARY ROUTE #3
		STATE ROUTE NUMBER: ALBANY, JCT - CITY HIGHWAY ROUTE 58

GENERAL LOCATION:

CITY OF ALBANY

GENERAL DESCRIPTION OF WORK:

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $1,000.00 AND PERMENANT PAVEMENT STRIPING BY STATE FORCES IN AMOUNT OF $250.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[X] OTHER (Specify) CONTRACTOR'S FLAGGING $1,000.00
PERMENANT PAVEMENT STRIPING WITH
STATE FORCES $250.00

[ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
[X] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S MARCH 6, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 "FINAL ESTIMATE AND FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
MAR 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OR APPROVING OFFICIAL	TITLE
3-22-72	for	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

cc: Wms 3-24-72

T

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
i-5001(1)

STATE PROJECT NO.
99E AT QUEEN & CALAPOOIA STREETS.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
LINN

ITEM NO.
T-31A

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
COUNTY & CITY SECTION
MAR 23 1972
[ ] ENGR. [ ] COOR. [ ] CE [ ] AE [✓] UE
[✓] UPE [✓] CE [✓] RE [ ] RPE [ ]

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
* FEBRUARY 17, 1972

FEDERAL ROUTE NUMBER
PRIMARY ROUTE 3 AND SECONDARY ROUTE 202

STATE ROUTE NUMBER
PACIFIC HIGHWAY ROUTE 1E AND CITY STREETS

GENERAL LOCATION:
CITY OF ALBANY

GENERAL DESCRIPTION OF WORK:
* CORRECTION OF DATE AUTHORIZATION EFFECTIVE TO FEBRUARY 17, 1972 INSTEAD OF JANUARY 17, 1972 AS SHOWN ON OUR LETTER OF AUTHORIZATION DATED FEBRUARY 17, 1972.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[XX] PREPARATION
[ ] OTHER *(Specify)*

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS
[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-22-72	E. Tolbert	for DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) · EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Oregon State Highway Division

Federal-Aid
Project No. EHS-T-5001(2) Safety

VINE STREET-FERRY STREET (ALBANY) SECTION

ALBANY-JUNCTION CITY HIGHWAY AND CITY STREETS

LINN COUNTY

Salem, Oregon, March 6, 1972

P.S. & E. Estimate.

Type Code 6201
Roadway (Sta. 462+75 to Sta. 488+04.5)

Temporary Protection and Direction of Traffic	All Required		$ 8,000.00
Removal of Structures and Obstructions	All Required		2,700.00
Removal of Pavement	630 sq.yd.	1.50	945.00
General Excavation	3,600 cu.yd.	2.00	7,200.00
Trench Excavation	290 cu.yd.	6.00	1,740.00
Furnishing and Placing Topsoil	630 cu.yd.	4.00	2,520.00
Class "C" Asphalt Concrete Mixture	1,900 ton	8.75	16,625.00
Class "B" Aspahlt Concrete Mixture	2,500 ton	8.25	20,625.00
Asphalt Cement in Mixture	290 ton	36.00	10,440.00
8-inch Sewer Pipe	440 lin.ft.	3.50	1,540.00
24-inch Sewer Pipe	380 lin.ft.	12.00	4,560.00
Extra for Pipe Under Pavement	110 lin.ft.	10.00	1,100.00
Concrete Manholes	2 only	400.00	800.00
Concrete Inlets, Type CG-1	6 only	200.00	1,200.00
Barricade, Type 2	60 lin.ft.	4.00	240.00
Concrete Walks	150 sq.yd.	6.75	1,012.50
Concrete Driveways	40 sq.yd.	7.00	280.00
Concrete Curbs	160 cu.yd.	55.00	8,800.00
Concrete Islands	90 cu.yd.	60.00	5,400.00
Furnishing and Planting Shrubs	460 only	5.00	2,300.00
Bark Mulch	10 units	40.00	400.00
Roadway Illumination	All Required		8,950.00
Traffic Signal Installation Complete	All Required		26,460.00
			$133,837.50
Flagging (60% of Contractor's Cost)	All Required		$ 1,000.00
Permanent Pavement Striping	All Required		250.00
			$ 1,250.00

	Subtotal	$135,087.50
	10% Engr. & Cont.	13,508.50
	Total	$148,596.00

Length of Roadway - - - - - - - - - - - 0.479 mile
Cost of Roadway per Mile - - - - - - $310,221.29

RETAINED IN PROGRAM STATUS

Permanent Signing	All Required	$ 350.00
	10% Engr. & Cont.	35.00
	Total	$ 385.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$148,596.00	$94,432.00	$27,082.00	$27,082.00
Retained in Program	385.00	243.00	71.00	71.00
	$148,981.00	$94,675.00	$27,153.00	$27,153.00

State Funds for Const.: Chap. 175, Laws 1917, Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No.

Prefix

City of Albany

OFFICE OF PUBLIC WORKS DIRECTOR
P. O. BOX 490
ALBANY, OREGON 97321

RECEIVED
COUNTY & CITY SECTION
MAR 6 - 1972
ENGR. CONSTR. OE AE UC
UPE CE RE UPE

March 3, 1972

Mr. Richard Bladorn
Urban Program Engineer
County and City Section
Oregon State Highway Dept.
Salem, OR

Re: TOPICS Project EHS-T-5001 (2)
Vine St.-Ferry St. Section
Queen and S. Pacific Blvd.

Dear Dick,

In reference to our meeting on March 3, 1972, I would like to submit the following comments.

There is some concern on my part as to the cities share of the project costs. As we discussed, the City has a total value of approximately $160,000. If the project runs over this cost, the City would have to pick up the total difference instead of the normal 20%. The City hasn't any means of providing any additional as we budgeted only $26,000, assuming the estimated cost of $130,000.

I certainly hope that the highway departments estimates are conservative and the estimated quantities are accurate. It is quite possible that we may have to cut the scope of the project once again if the bids are too high.

In reference to the maintenance of the planted medians between Station 477+96 to Station 488+04.5, I would like to confirm our verbal agreement to maintenance.

Upon the State's concession to plant the medians, we agreed to maintain in a satisfactory manner, and that there would be an automatic irrigation system. However, I have been assured by your landscaping division that after the one year maintenance period provided in the contract, that these planted medians would not need the irrigation, and only occasional trimming would be required.

If this is not done to the satisfaction of both the City and the State, and if your Mr. Hunter feels the need to remove these plantings, he may certainly do so.

3-7-72
cc: R.L. Schroeder J.B. Boyd
F.L. Hall
R.N. Bothman
H.C. Johnson

I wish to thank you for your consideration in this matter.

Sincerely,

Richard J. Pusich /dj

Richard J. Pusich
Public Works Director

RJP:dj

cc: Larry Rice

RECEIVED
FOR FILING

Form FHWA-121 (12-6)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 17, 1972

In reply refer to: 10-35-FA

7791

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5001(1)
US 99E at Queen & Calapooia Street, Albany
Location/Design Approval

Location/design approval in accordance with the requirements of Paragraph 10 of PPM 20-8 is hereby given for the construction of the subject TOPICS project as requested in Mr. Hunter's January 28, 1972 letter.

2-23-72
REFERRED TO Royer

BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
FEB 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 1 - 1972
FOR FILING

Hearing not req.

January 28, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Location/Design Approval
Vine St.-Ferry St. (Albany) Section
Project T-5001(1)
City of Albany
Linn County

Dear Sir:

We hereby request your approval of the location/design as set forth hereinafter and in the enclosed study report for the subject project.

Location/Design:

a. The location is the existing facilities (1) Queen Avenue between Vine Street and the Southern Pacific Transportation Company Railroad; (2) S. Pacific Blvd. (US 99E) between Washington Street and 21st Avenue.

b. The design consists of upgrading the existing traffic control signals at the intersection of S. Pacific Blvd. and Queen Avenue and providing an interconnect with railroad preemption. Widen Queen Avenue to provide left turn refuges at the intersection with S. Pacific Blvd. and four traffic lanes (56' curb to curb, including 4-foot medians) from Calapooia Street to the Southern Pacific Transportation Company Railroad. On S. Pacific Blvd. provide raised concrete medians with left turn refuges and landscape (including necessary irrigation) said median south of intersection with Queen Avenue. Install necessary illumination.

More complete location/design details are contained in the enclosed study report consisting of the following documents:

a. 1 copy of Study Report (County and City Section memorandum of January 19, 1972).

b. 1 copy of County and City Section memorandum of December 20, 1971 deleting the railroad crossing work from the project.

c. 1 copy of City of Albany memorandum of December 16, 1971 requesting various changes in the project as submitted in their "TOPICS Project Request".

d. 1 copy of "Negative Environmental Declaration" by the City of Albany dated April 22, 1971 and concurred in by FHWA on May 11, 1971.

e. 1 copy of City of Albany "TOPICS Project Request" dated March 4, 1971.

The Highway Division, having considered all of the data as well as the social, economic and environmental effects, has concluded that the location/design as set forth hereinabove is suitable for the proposed project.

Public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

The proposed project is exempt from State and District 4 Clearinghouse reviews and comments under working agreements dated April 28, 1970 and August 7, 1970, respectively.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

We further request your authorization to proceed with the PS & E phase of preliminary engineering for final plans preparation, etc., as programmed under the subject Project T-5001(1).

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

JG:js
Enclosures

cc: F. B. Kiaboe
L. H. Young
Frank Hall
H. S. Cox
R. M. Chase
B. L. Gifford

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 27, 1972

DEMOCRAT-HERALD

Albany, Oregon 97321

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Commission's notice to interested parties in or near the city of Albany, Linn County, Oregon, relative to State's proposed plans for revisions of traffic signal installations within the city of Albany. The proposal is approximately as shown on the map attached.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Monday, January 31, 1972, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. J. B. Boyd, Region Engineer in Salem, 378-2626.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

DNH:ljt
Att: Notice and Map

cc: City of Albany
Federal Highway Administration
Programing Section
Planning Section
Accounting: 5107-608-04
County and City Section
Public Affairs
J. B. Boyd, Region 2 Engineer
George M. Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Victor Wolfe
F. L. Hall
D. H. Moehring
R. N. Chase
L. E. George

NOTED R N CHASE

RECEIVED
JAN 28 1972
PROGRAM & PLANNING DIVISION

NOTICE REQUESTING HIGHWAY
LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the city of Albany has requested the Oregon State Highway Division to seek the Federal Highway Administration's location-design approval for traffic signal installation and channelization within the city of Albany, Linn County, Oregon.

The proposed project will consist of upgrading the traffic control signals at S. Pacific Blvd. and Queen Avenue intersection, channelization for left-turn movements, illumination modification, and installation of raised concrete, planted median islands.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying if interested persons desire.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

DNH:ljt
1/27/72

DEMOCRAT-HERALD, Albany

PROPOSED TOPICS PROJECT

SALEM, OREGON
January 19, 1972

Mr. L. H. Young
Programing Engineer
BUILDING

Attn: Mr. R. N. Chase

Location/Design Approval
TOPICS Project T-5001(1)
Vine St.-Ferry St. Section
Queen Ave. & S. Pacific Blvd.
City of Albany

Processing for location/design approval for the subject project is requested.

STUDY REPORT

LOCATION: Queen Avenue from Vine Street to the Southern Pacific Transportation Company Railroad and S. Pacific Blvd. from Washington Street to 21st Avenue.

DESIGN: Upgrade existing traffic control signal on S. Pacific Blvd. @ Queen Avenue and interconnect with Railroad pre-emption. Widen Queen Avenue to provide for left-turn refuges at S. Pacific Blvd. and four lanes (56' curb to curb, including 4-foot median) from S. Pacific Blvd. to the Southern Pacific Transportation Company Railroad. Install raised concrete median on S. Pacific Blvd. with left-turn refuges. Median to be landscaped south of Queen Avenue.

This project is expected to provide necessary capacity to relieve congestion during rush hours. The elimination of uncontrolled crossing movements on S. Pacific Blvd. is expected to provide a safer and more efficient flow of traffic.

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

Cr-Pave
No signals
yes.

Queen St. - Pacific to Ferry
to 56 feet curb to curb
5-19-72

#20,000 X Cty
200 1001

CITY OF ALBANY
PROPOSED TOPICS PROJECT (1970 Funds)

Vine Street-Ferry Street (Albany) Section of Queen Avenue (FAS 202 & FAP Type II) and S. Pacific Blvd. (FAP 3). Traffic signal, widening, channelization and railroad gates. $115,000 (+ 25,000 from railroad for their 50% share of crossing protection.)

Upgrade traffic signal at intersection of S. Pacific Blvd. and Queen Street. Widen Queen Street to four lanes between Vine Street and Ferry Street. Widen Calapooia Street to two lanes between S. Pacific Blvd. & Queen Street. Channelize intersections to provide left and right turn refuges. Install railroad droparm gates. Interconnect traffic signals with railroad pre-emption. Upgrade street lighting. Install raised concrete planted median including necessary irrigation on S. Pacific Blvd.

A public hearing will not be required, but a PUC hearing will be necessary because of the widening of the railroad crossing.

PROPOSED TOPICS PROJECT

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

December 20, 1971

SUBJECT: TOPICS Project T-5001(1)
Vine St.-Ferry St. Section
Queen Ave. & S. Pacific Blvd.
City of Albany

To: Mr. L. H. Young
Program and Planning Engineer
B U I L D I N G

Attn: Mr. R. N. CHASE

Attached is a copy of a letter from the City of Albany regarding the subject project.

Please reprogram the project to remove the railroad crossing protection. The City and the Southern Pacific Transportation Company have agreed to share the cost of the protection on an equal basis providing that the City does not use Federal funds for its share.

The cost of the railroad protection is estimated to be $50,000. The latest estimate of total project cost is $180,000 or $130,000 without the railroad protection.

Richard Bladorn

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

Att.

cc: F. B. Klaboe w/att.
T. W. Litchfield "
J. B. Boyd "

NOTED
R. D. ASBURRY

RECEIVED
DEC 1971
PROGRAM & PLANNING

Clare

BP 32475-734

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-17-72

FEDERAL AID PROJECT NO.: T-5001(1)

STATE PROJECT NO.: 99E AT QUEEN & CALAPOOIA STS.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

COUNTY NAME: LINN

ITEM NO.: T 31-A

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	JANUARY 17, 1972	PRIMARY ROUTE 3 AND SECONDARY ROUTE 202 PACIFIC HIGHWAY ROUTE 1E AND CITY STS.

GENERAL LOCATION:

CITY OF ALBANY

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO PREPARE PS&E DOCUMENTS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [XX] PREPARATION

- [ ] OTHER *(Specify)*

- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

RECEIVED
FEB 18 1972
PROGRAM & PLANNING
DIVISION

cc: FRANK HALL
DICK BLADORN
2-18-72
JM

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-17-72		FOR DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

TRANSACTION NUMBER 2-62

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 2-16-72

BY (Signature): MR. YOUNG'S FEBRUARY 10, 1972 PR-9

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 31-8 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
1-8	EHS-T-5001(2)	0.60	130,000	82,600

NOTED R. KLABOE

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
VINE ST.-FERRY ST. (ALBANY) SECTION. (US-99E AT QUEEN AVE & CALAPOOIA ST.)	GRADE, DRAIN, HIGH TYPE PAVEMENT, TRAFFIC SIGNALS ILLUMINATION AND LANDSCAPE.

2.16.72

2.22.72

RECEIVED
FEB 23 1972
STATE HIGHWAY ENGINEER

NOTED
R. D. ANDERSON

NOTED
TOM EDWARDS

REMARKS (Division)

FEB 23 1972

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		2-16-72	FOR: DIVISION ENGINEER

2-23-72

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

2-10-72

REQUEST FOR A
OF INDIVIDUAL PROJECT
(PPM 21-1 AN

CARD																			
2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 US 99E, Queen Ave. & Calapooia St. 65									ADT	13,800 6,500	FUTURE (66) 23,500 11,700	YEAR (70)(71) 91					
3	CHARACTER OF PROPOSED WORK (35 spaces) 28 PE, Gr., Dr., Pave., Traf. & RR Signals, Illum. 62						NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68)		SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH Y 74					
4	CLASS OF FEDERAL FUNDS 1 TOPICS												COUNTY NAME						
	NAME OF URBAN AREA 17-31 Albany											F.A. SYSTEM Primary Type I & II & Secondary							

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST
1	(1-4)(5)	16	41	42	43 - 46	53					(54) (58)	(59) (66)
5					PE		ITEM AS NOW PROGRAMED	31	T-5001(1)	US 99E at Queen Ave. & Calapooia St. Intersections	0.60	5,000
					ROW							
					CONST						0.60	135,000
										PROJECT TOTAL	0.60	140,000
5					PE		RE-QUESTED REVISION	31-A	T-5001(1)	US 99E at Queen Ave. & Calapooia St. Intersections	0.60	5,000
					ROW							
					CONST							(16) (23)
										PROJECT TOTAL	0.60	5,000

CARD A form PR-1 or PR-9 has been submitted within the last 7 days Yes ☐ — PROJECT WITHDRAWN YES ☐ — PROJECT FOR CHANGE

2-10-72

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

2-10-72

St. (65)	ADT	13,800 6,500	FUTURE 23,500 11,700 (66) (70)	YEAR 91 (71) (72)	REGION 10 (74) (75)	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN. CODE 077 4 6	ITEM NO. 31 (14) (19)

FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I. PROJECTS ONLY	
ROUTE NO (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) T- 14 23	NUMBER-AGR. NO. 5001(1) 7 13	POST MI. (24) (26)	DESIG. 27

COUNTY NAME: Linn — CODE 14 043 16

F.A. SYSTEM: Primary Type I & II & Secondary — RTE NO.: P S T — FEDERAL AID: 3 & 202 — STATE: (32) City St. (36) — U.S. (37) (41)

PROJECT NUMBER	TERMINI	MILES (54) (58)	PROJECT COST TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
(1)	US 99E at Queen Ave. & Calapooia St. Intersections	0.60	5,000	3,100	950(City) 950 25,000(RR) 12,150(City)	PE - (all phases) Gr., Dr., H.T. Pave., Curbs, Traffic signals, RR signals, illumination, landscaping and irrigation system.
		0.60	135,000	85,700	12,150	
	PROJECT TOTAL	0.60	140,000	88,800	51,200	
(1)	US 99E at Queen Ave. & Calapooia St. Intersections	0.60	5,000 (10) (23)	3,100 (24) (33)	950 950(City)	PE - all phases
	PROJECT TOTAL	0.60	5,000	3,100	1,900	

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR
OF INDIVIDUAL PROJEC
(PPM 21-1

CARD																					
2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 66										ADT						FUTURE (66)		(70)	(71)
3	CHARACTER OF PROPOSED WORK (35 spaces) 28 62								NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68)			SUPV AGCY 69		DA CLASSIF. 70		DA AREA 71		EMERG. YR. 72 73		PL AUTH 74
4	CLASS OF FEDERAL FUNDS [1]																	COUNTY NAME			
	NAME OF URBAN AREA 17-31														F.A. SYSTEM						

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)
5					PE ROW CONST (Safety)		Requested Revision	31-B	EHS-T-5001(2)	US 99E at Queen Ave. & Calapooia St. intersections. "Vine St.-Ferry St. (Albany) Sec."	0.60	130,000
										PROJECT TOTAL	0.60	130,000
5					PE ROW CONST		REQUESTED REVISION					(16) (23)
										PROJECT TOTAL		

CARD		
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

REASON FOR CHANGE:

-OVER-

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED
May 7, 1971	DATE: February 10, 1972	DATE
OTHER:	SIGNATURE	SIGNATURE
	Programing Engineer	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

			FUTURE YEAR (66) (70)(71) (72)	REGION (74) (75)	STATE NAME (2) (3)	STATE CODE	APPN. CODE 4 6	ITEM NO. (14) (18)
65	ADT							

FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I PROJECTS ONLY	
UTE NO (65)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13	POST MI. MI. (24) (26)	DESIG. 27

COUNTY NAME	CODE 14 16

F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32)	U.S. (36)(37) (41)

	TERMINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
		(54) (58)	(59) (66)	(67) (76)		
	US 99E at Queen Ave. & Calapooia St. intersections.				23,700(City)	Gr., Dr., H.T. pave., Curbs, Traffic Signals, Illumination, Landscaping and irrigation system.
	"Vine St.-Ferry St. (Albany) Sec."	0.60	130,000	82,600	23,700	
	PROJECT TOTAL	0.60	130,000	82,600	47,400	
	PROJECT TOTAL		(16) (23)	(24) (33)		

REASON FOR CHANGE:

-OVER-

AM REVISION REQUESTED	RECOMMENDED	APPROVED
ruary 10, 1972	DATE	DATE
	SIGNATURE	SIGNATURE
ngineer	TITLE	TITLE

ncies, show both classes of funds involved.

USCOMM-DC 48908-P61

REASON FOR CHANGE: To split present project into two separate projects, as Item 31-A, Project T-5001(1), preliminary engineering; Item 31-B, Project EHS-T-5001(2), update traffic signal and construction of other street work and to eliminate the railroad signals which are being installed without federal participation under agreement between the City and Southern Pacific Transportation Co. Also, to revise the construction project cost to conform with latest cost estimate of the work involved.

This action is being taken to facilitate the contracting of the physical construction and to allow programing and obligation as an "EHS" project under category "Emergency Highway Safety Program", Section (a), of IM 30-5-71.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

2-10-72

FEDERAL-AID (PPM

CARD 2 — REPORT NUMBER: 1 — PROJECT LOCATION (45 typewriter spaces): US 99E, Queen Ave. & Calapooia St. — ADT — PRESENT: 13,800* / 6,500** — FUTURE: 23,500* / 11,700** — YEA: 9

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., Pave., Traf. Sig. & Illum. — NATL. FOREST — FH ROUTE NO. — SUPV AGCY — DA CLASSIF. — DA AREA — EMERG. YR.: EHS — PL. AU

CARD 4 — CLASS OF FEDERAL FUNDS: TOPICS — COUNTY NAME — NAME OF URBAN AREA: Albany — ROUTE NO.: ST — FEDERAL-A: 3 & 2

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	ESTIMATED PROJECT COST: FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 — 46	53		(54) (58) (59) — (66) (67)		
5					PE		US 99E at Queen Ave. and Calapooia St. Intersections			
5					ROW					
5					CONST (CODE) (Safety)		"Vine St.-Ferry St. (Albany) Section"	0.60	130,000	82,600
							PROJECT TOTALS	0.60	130,000	82,600

(16) (23) (24)

CARD 1 — CODE 1 — PREPARED BY

1 — 14 — PROGRAM APPROVAL DATES

*US 99E
**Queen Ave.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

2-10-72

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)	ADT	13,800* 6,500**	23,500* 11,700** (66) (70)	91 (71) (72)	10	Oregon	35 (2) (3)	077 (4) (9)	31-B (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
(69)	(70)	(71)	EHS (72) (73)	(74) (75)	EHS-T- 14 23	5001(2) 7 13		(24) (26)	27

COUNTY NAME: Linn — CODE: 043 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. P ST — FEDERAL-AID: 3 & 202 (32) — STATE: City St. (36) (37) — U.S.: - (41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			
					Gr., Dr., HT Pave., Curbs, Traffic Signals, Illumination, Landscaping and irrigation system.
0.60	130,000	82,600	23,700	23,700 (City)	ROW - 60' min.; Access Control - partial; Parking Restrictions - partial.
0.60	130,000	82,600	23,700	23,700 (City)	
(16)	(23) (24)	(33)			

*US 99E
**Queen Ave.

REMARKS

P.E. for this project programmed under Item 31-A, Project T-5001(1).

-over-

USCOMM DUSCOMM-DC 48905-P61

REMARKS - continued

Existing Facilities:

Queen Ave. - West of Pacific - 44' curb to curb, 2-lane AC pavement, curbs, gutters and sidewalks.
East of Pacific - 24', 2-lane, AC pavement. No curbs, gutters or sidewalks.
Calapooia - 30', 2-lane, oil mat, no curbs, gutters or sidewalks.
Pacific - 64' curb to curb, 4-lane with 4' median. AC pavement. Curbs, gutters, and sidewalks.

Adjacent Facilities: Same as above but with RR x'ing on Queen Ave. (See RR Data below)

Project Data: Upgrade traffic signal at Queen and S. Pacific, and interconnect with railroad pre-emption; widen Queen Ave. to provide left turn refuges at S. Pacific and 4 traffic lanes (56' curb to curb including 4' median) from Calapooia to S.P.T. Co. RR; install raised concrete median with left turn refuges, on S. Pacific and landscape and equip median with necessary irrigation facilities south of Queen. Install necessary illumination.

Railroad Data: (Adjacent to limits of project on Queen Ave.)

Railroad -	Southern Pacific Transportation Co.
No. of Tracks -	6 (1 main, 1 siding, 2 spur & 2 yard)
No. of Trains -	55 (25 through & 30 switching)
No. of High Speed Trains -	None
Present Protection -	Wigwag (lights and gongs)
Proposed Protection -	Flashing lights, gongs, and short-arm gates.
Railroad Benefits -	None (No federal participation)

NOTE: Proposed protection is being installed under agreement between the City of Albany and Southern Pacific Transportation Co.

Public
PPM 20-8

Relocatio
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System A
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Airports
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7, 1970,

Location/

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project.
paragraph

VINE ST.-FERRY ST. (ALBANY) SECTION
Project EHS-T-5001(2)

curb, 2-lane AC pave-
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, AC pavement. No

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4' median. AC pave-
dewalks.

x'ing on Queen Ave.

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.T. Co. RR; install
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switching)

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nder agreement
Transportation Co.

Public Hearing: Not required under provisions of paragraph 6c of PPM 20-8.

Relocation Assistance Payments: None required as project is within the existing right of way.

System Action: Type II FAP System approved by FHWA February 20, 1970. (Note: Calapooia Street between S. Pacific and Queen Ave. was not included in the tentative Type II FAP System, but is to be included in the final Type II FAP System when submitted for approval.)

Airports, Water Development, Historical and Recreation Areas: None involved.

Clearinghouse: Exempt from State and District 4 Clearinghouse reviews and comments under working agreements dated April 28, 1970 and August 7, 1970, respectively.

Location/Design Approval: Requested under action of January 28, 1972.

Environmental Statement: Negative declaration concurred in by FHWA on May 11, 1971.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right of way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

MEMO TO FILES

January 26, 1972

Re: Footpaths and Bike Trails
TOPICS Project T-5001(1)
Vine Street-Ferry Street Section
Queen Avenue & S. Pacific Blvd.
City of Albany

Footpaths and bike trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where...other available ways or other factors indicate an absence of any need for such paths and trails."

Queen Street has sidewalks west of S. Pacific Blvd. and S. Pacific Blvd. has sidewalks north of Queen Street.

Also, bike paths were built on both sides of S. Pacific Blvd. south of Queen Street in the fall of 1971.

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: R. L. Schroeder
F. L. Hall
W. J. Hart
W. H. Tebeau
Victor Wolfe
L. H. Young

RECEIVED
COUNTY & CITY SECTION
JAN 26 1972
ENGR. GSUR. UE AE UE
UPE CE RE RPE

EHS-T-5001(2) SAFETY

RECEIVED
JAN 27 1972
PROGRAM & PLANNING
DIVISION

January 20, 1972
(date)

Mr. Larry L. Rice
City Manager
City Hall
Albany, Oregon 97321

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Queen Avenue & South Pacific Boulevard TOPICS

Section Vine Street-Ferry Street (Albany): Grade, Pave & Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION

24 January 72
(date)

By Larry L. Rice
City Mgr

By _____
Commissioner

By _____
Commissioner

cc: L. H. Young
Attn: Duane Ridings

City of Albany

OFFICE OF PUBLIC WORKS DIRECTOR
P. O. BOX 490
ALBANY, OREGON 97321

December 16, 1971

Mr. Dick Bladorn
County/City Coordinator?
Oregon State Highway Dept.
State Highway Building
Salem, OR

RECEIVED
COUNTY & CITY SECTION
DEC 17 1971
ENGR. COOR. UPE CE RE RPE

Re: Queen and Pacific - TOPICS

Dear Dick,

As discussed with you today, I would like to make the following changes in our project.

1) The railroad crossing will be paid for out of a separate City fund and dropped from the TOPICS program.

2) The proposed raised median between Calapooia and Queen on Pacific to be changed to two parallel mountable medians as indicated on attached plan. This is due to the fact the City may in the future change Calapooia to one way South and the left turn lane on Pacific would not be required.

3) Rework 4 foot medians on Queen as indicated on attached plan.

4) Delete extra right turn lane of Pacific in North bound lane for easterly movement. The traffic volumes do not appear to justify this now or projected.

5) Would like to take the left turn movement from 18th off as shown on the attached sheet.

6) Would request a layout and description of street lighting proposed ($16,000.00).

As you know, we are marginal on our funding and the costs are rising; therefore, hope we can revise the plan without changing the intent, but lower the cost of the project. = $130,000 ±

Also, we should be getting the areawide study to you for your review by the end of January.

12-17-71
CC: F. E. TERPIN w/map } Please
V. P. JOHNSON w/map } Comply

Sincerely,

Richard J. Pusich
Public Works Director

RJP:dj

HS cont.

FORM E-30 (REV. 10-69)

RECEIVED
COUNTY & CITY SECTION
SEP 7 1971
ENGR. Coor. UE AE UE
UPE CE RE RPE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 2, 1971

To: MEMO TO THE FILE

SUBJECT: Albany TOPICS Project

Albany Traffic Engineer Glenn Eaton called Friday, August 27 about the Queen Avenue TOPICS Project in Albany. His comments were:

(1) Typical Section. He said the original typical section for the 64' width on the highway was 12 12 16 12 12 and that we were using 13 13 12 13 13. He at first started to ask that we return to the original typical section but the further we discussed the matter the less insistent he became, particularly since he is considering elimination of some of the left turn movements in which case it becomes even more desirable to give the added width to the through lanes rather than the refuge lane.

(2) Curb Type. He had in mind that we were going to use Type "C" instead of Monolitic Curb & Gutter. He said the Monolitic is the city standard. He did agree that in the refuge islands in the center of the street where the drainage was away from the island that Type "C" curb would be adequate. Any new curb on the outside of these flat graded streets will be of the Monolitic type, our design already incorporates this.

(3) Northbound refuge at Calapooya Street. He says the city is contemplating expansion of their one-way street system and that eventually Calapooya Street will be southbound only, in which case a northbound left turn refuge would be unnecessary. He agreed that we should have City Council concurrence and a letter from the city before this change is made.

(4) Queen Avenue access. There is an existing access on the north side of Queen Avenue just westerly of the Albany-Junction City Highway that has been the topic of conversation for some time. It is his thought that this access can be a one-way inbound, primarily for the use of westbound and northbound traffic. I question how successful he can make this work, but we should defer to the city desire.

(5) Other northbound refuges. He is hopeful that a refuge (northbound) can be eliminated at either 18th or Queen Avenue.

He was to put all the above items, or any other that the city wanted changed, into a letter of request to this office. Undoubtedly, Calapooya refuge could not be included in an initial letter.

BP*52478-734

In addition, he, together with Albany Public Works Director Dick Pusich was to meet with Keats Oliver and I Friday, September 3, at 9:30 a.m. at Oliver's office.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

cc George Wills
H. S. Cox
Keats Oliver

FORM E-30-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1971

To: MEMORANDUM TO THE FILE

SUBJECT:

Discussed Albany Topics Project this date with G. W. Wimer. Indicated to him that sufficient overtime be worked to complete survey by September 1, 1971. Authorization for overtime was obtained from F. B. Klaboe on June 24, 1971.

Frank L. Hall
Design Engineer

By

George C. Wills
Chief Locating Engineer

GCW:jg
cc: F. B. Klaboe
G. W. Wimer
H. S. Cox

RECEIVED
COUNTY & CITY SECTION
JUN 25 1971
ENGR. COOR. OE AE UE
UPE CE RE RPE

6/28/71 At Pre-sched meet T. Edwards said no overtime on TOPS projects (per D H N).

T.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1971

To: Frank Hall
DESIGN ENGINEER

SUBJECT: Queen Avenue Section
Albany TOPICS Project

Dick Unrein advises the subject section is tentatively scheduled for letting in December, 1971. He has asked that we complete our field survey at an early date to meet that letting. We have no field personnel available at this time to work on this particular location. This has been discussed with George Wills. Keats Oliver's crew can start about October 1 and complete the survey by December 31. I would recommend the schedule of letting be moved back accordingly, but hopefully for letting in the late spring of 1972.

Later - March '72

R. D. Asburry
REGIONAL ENGINEER

by Gerald Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc

cc: Dick Unrein
Keats Oliver

How About Apr 27, 1972?
B

RECEIVED
COUNTY & CITY SECTION
JUN 23 1971
ENGR. COOR. OE AE UE
UPE CE RE RPE

6-24-71
F.B.K. told Geo. Wills to work overtime if necessary to keep TOPICS projects on schedule. JKL

C

STATE COPY

T.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Negative Declaration for
Project T-5001(1)
Pacific Blvd. (US 99E) and
Queen Ave., Albany
Linn County

Dear Sir:

We hereby request your concurrence in the enclosed "Negative Environmental Declaration" by the City of Albany, dated April 22, 1971, for the subject project.

The Highway Division agrees and concurs with the enclosed "Negative Environmental Declaration" and intends to include same as part of the required study report documentation when location/design approval is requested for said project.

Very truly yours,

R. L. Porter
State Highway Engineer

By
F. B. Klaboe
Assistant State Highway Engineer

RECEIVED
COUNTY & CITY SECTION
MAY 17 1971
ENGR. ✓ DSGR. ☐ CE ☐ RE ✓ RPE ☐ UE ✓
UPE ✓ CE ☐

Encls.

FHWA Endorsement to State Highway Division
Date 11 MAY 1971

I concur.

R. E. Simpson
Division Engineer

Cox

RECEIVED
MAY 14 1971
PROGRAM & PLANNING
DIVISION

Refd to Young 5-14-71

Stu

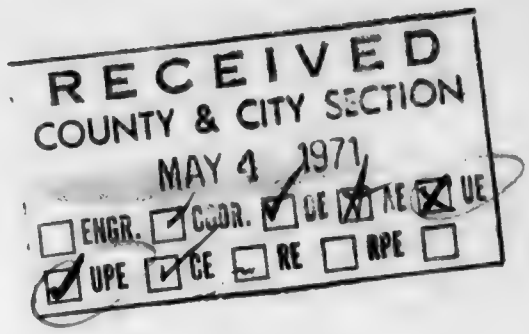
TOPS

City of Albany

P. O. BOX 490
ALBANY, OREGON

April 22, 1971

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Bldg.
Room 405
Salem, OR 97310



Re: Queen Avenue Railroad Crossing

Dear Mr. Cox:

This negative declaration is to accompany our request for approval of a Federal Aid TOPICS Project on Queen Ave. and Pacific Boulevard.

This railroad crossing and intersection have long been a problem to the people of Albany and the traveler on Junction City Highway (State Route #58).

The railroad crossing being the main line for Southern Pacific Railroad as well as the southerly end of their switching yards. There are six tracks in all including the mainline which has an old wig wag - the switching tracks are unsignaled.

This coupled with the narrow two lane road (Queen Ave.), the crossing problem grows to occasionally include the Pacific and Queen intersection. Pacific Boulevard, at this time, has the channelization painted on the pavement, but is ignored at times and causes many points of conflict on Pacific Boulevard (45 mph).

The TOPICS project and the signalization of the railroad cossing will accomplish a number of things:

1) The new crossing lights, warming bells and drop arms will greatly increase the safety at this crossing.

2) The widening of Queen Avenue to four lanes will greatly increase the safety and capacity of the intersection.

3) The raised and planted medians and channelization on Pacific, Queen and Calapooia will increase the capacity and safety to both the local and through traffic.

The intent of the channelization and the planted raised median will not be significantly different than the existing painted channelization that is now being used except to make the intersections safer and much more pleasant to drive than you now encounter.

TOPICS-Queen Ave. RR Xing

Driveway access will be in accordance with existing City standards and are enforced throughout the City and the remainder of Pacific Highway.

There will not be any negative effects to the area in the area of noise, trees, natural resources, water pollution or any other ecological problem that we can anticipate.

Sincerely,

Richard J. Pusich
Public Works Director

RJP:dj

5-4-71
CC: S. Couper
R.N. Chase

ENGR. COOR. CE AE UE
UPE CE RE RPE

March 17, 1971

Mr. Richard V. Pusich
Public Works Director
City Hall
Albany, Oregon 97321

Dear Dick,

In our telephone conversation yesterday, I mentioned new Federal requirements for environmental statements to be made by the cities prior to Federal approval of TOPICS projects. Your proposed project on Queen Avenue will fall into the category in which a negative declaration would be appropriate.

I have enclosed a sample format for a negative declaration to assist you in preparing a statement as to the impact the proposed project will have on the surrounding environment. You should also attach any letters or statements from public or quasi public officials, planning commissions, special interest groups or clubs, service districts, etc., relative to the environmental effects or benefits of the project.

If you need further assistance or information concerning this requirement, please phone or write.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt

Att.

TRANSACTION NUMBERS 5-31 THRU 5-33

TOPS

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-7-71

BY (Signature): MR. YOUNG'S APRIL 21, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 31 THRU 33

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
31	T-5001(1)	0.60	140,000	88,800	U.S.99E AT QUEEN AVE. & CALAPOOIA ST.(ALBANY(	PRELIMINARY ENGINEERING GRADE, DRAIN, HIGH TYPE PAVEMENT - TRAFFIC SIGI ILLUMINATION AND LANDSCAPE.
32	T-5025(7)	0.0	30,000	19,000	U.S. 99E AT GLEN ECHO AVE. (GLADSTONE)	PRELIMINARY ENGINEERING INSTALLATION OF TRAFFIC SIGNALS.
33	T-5025(8)	0.07 5	22,000	13,800	SW ERICKSEN ST. TO SW MAIN ST. ON SW 6TH AVE.(BEAVERTON)	PRELIMINARY ENGINEERING GRADE, DRAIN & HIGH TYPE PAVEMENT WITH CURBS AND SIDEWALKS.

REMARKS (Division)

THESE PROGRAMS ARE BEING APPROVED WITH THE UNDERSTANDING THAT THE DEVELOPMENT OF AN AREAWIDE TOPICS PLAN IS UNDERWAY IN EACH OF THESE URBAN AREAS AND EACH OF THESE PROJECT WHICH ARE PRESENTLY ON TENTATIVE TYPE 2 OR FA PRIMARY SYSTEM WILL BE INCORPORATED IN OR BE CONNECTED TO THE FINAL TYPE 2 SYSTEM.

YOU ARE AUTHORIZED TO PROCEED WITH AL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

RECEIVED
COUNTY & CITY SECTION
MAY 11 1971

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
	☐ ENGR. ☑ COOR. ☑ CE ☐ RE ☒ UE ☒ UPE ☐ CE ☒ RE ☐ RPE ☐	5-7-71	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

MONTHLY TRANSACTION NO. 5-31

DATE SUBMITTED TO W. O. 7 MAY 1971

FORM PR-1 (REV. 4-61) 4-21-71

FEDERAL-AID PR (PPM 21

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR
CARD 2	1	US 99E, Queen Ave. & Calapooia St.	ADT	13,800* 6,500**	23,500 11,700	91

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH Y
CARD 3	PE, Gr., Dr., Pave., Traf. & RR Sig., Illum.						B-2	

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	TOPICS	Linn
	NAME OF URBAN AREA: Albany (U-31)	ROUTE NO. P ST — FEDERAL-AID 3 & 2

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COS TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58) (59) (66)	(67)	(78)
5	10			1	PE	3	US 99E at Queen Ave. and Calapooia St. Intersections		5,000	3,100
5					ROW					
5	30			3	CONST (CODE) Y031 Y018 6201	3		0.60	135,000	85,700
								0.60	140,000	88,800

RECEIVED COUNTY & CITY SECTION MAY 11 1971 ☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE ☑ UPE ☐ CE ☐ RE ☐ [illegible]

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES 7 MAY 1971 FHWA OREGON DIVISION	

Pre
F
P

Albany, Hwy 1E 70PS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-21-71

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
t.	ADT	13,800* 6,500**	23,500 11,700	91	08	Oregon	35	077	31

UTE	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
				72		T-	5001(1)		

COUNTY NAME: Linn — CODE: 043

ROUTE NO. P ST — FEDERAL-AID: 3 & 202 — STATE: City St. — U.S.: — — PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
ESTIMATED PROJECT COST BY PHASES					
ve. .	5,000	3,100	950	950	PE-(all phases). Gr., Dr., HT Pave., Curbs, Traffic signals, RR signals, Illumination, Landscaping and irrigation system.
0.60	135,000	85,700	12,150	25,000 (RR) 12,150 (City)	ROW - 60' min.; Access Control - partial; Parking Restrictions - partial.
UECT ALS 0.60	140,000	88,800	13,100	38,100	

RECEIVED
COUNTY & CITY SECTION
MAY 11 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☐ CE ☑ RE ☐ RP ☐

REMARKS

*US 99E **Queen Ave.

Preliminary Engineering:
Field $4,000
PS & E Prep. 1,000

-over-

USCOMM DUSCOMM-DC 48905-P61

S. PACIFIC BLVD. AND QUEEN AVE. AND CALAPOOIA ST.

Project T-5001(1)

Existing Facilities:

Queen Ave. - West of Pacific - 44' curb to curb, 2-lane AC pavement, curbs, gutters and sidewalks. East of Pacific - 24', 2-lane, AC pavement. No curbs, gutters or sidewalks.

Calapooia - 30', 2-lane, oil mat, no curbs, gutters, or sidewalks.

Pacific - 64' curb to curb, 4-lane with 4' median. AC pavement. Curbs, gutters, and sidewalks.

Adjacent Facilities: Same.

Project Data: Preliminary Engineering - all phases. Upgrade traffic signal at Queen and S. Pacific, and interconnect with railroad pre-emption; widen Queen Ave. to provide left-turn refuges at S. Pacific and 4 traffic lanes (56' curb to curb including 4' median) from Calapooia to Ferry; widen Calapooia (44' curb to curb, no median) from S. Pacific to Queen Ave.; install 16' wide raised concrete median with left-turn refuges on S. Pacific from Washington to match existing median approx. 500' south of 19th Ave. Median to be landscaped and equipped with necessary irrigation facilities. Install railroad drop-arm gates, flashers, and bells at crossing on Queen Ave.

Railroad Data:

Railroad -	Southern Pacific Transportaion Co.
No. of Tracks -	6 (1 main, 1 siding, 2 spur & 2 yard)
No. of Trains -	55 (25 through & 30 switching)
No. of High Speed Trains	None
Present Protection -	Wigwag (lights and gongs)
Proposed Protection-	Flashing lights, gongs and short-arm gates.
Railroad Benefits -	Maximum. (Possible 50% of signal cost by railroad)

Public Hearing: Not required of PPM 20-8.

Relocation Assistance Payment within the existing right of

System Action: Tentative Typ FHWA February 20, 1970. (Not S. Pacific and Queen Ave. was Type II FAP System, but is to II FAP System when submitted

Airports, Water Development, Areas: None involved.

State Clearinghouse: Exempt working agreement dated Apri

District 4 Council of Govern agreement dated August 7, 19

Control of Utilities: The S the legal authority to contr right of way on this project being prepared to comply wit

S. PACIFIC BLVD. AND QUEEN AVE. AND CALAPOOIA ST.

Project T-5001(1)

44' curb to curb, 2-lane
, gutters and sidewalks.
34', 2-lane, AC pavement.
or sidewalks.
at, no curbs, gutters, or

4-lane with 4' median. AC
gutters, and sidewalks.

g - all phases. Upgrade
ic, and interconnect with
. to provide left-turn
lanes (56' curb to curb
to Ferry; widen Calapooia
. Pacific to Queen Ave.;
ian with left-turn refuges
ch existing median approx.
landscaped and equipped
. Install railroad drop-
ssing on Queen Ave.

Pacific Transportaion Co.
, 1 siding, 2 spur & 2 yard)
rough & 30 switching)

lights and gongs)
lights, gongs and short-
s.
(Possible 50% of signal
ailroad)

Public Hearing: Not required under provisions of paragraph 6c of PPM 20-8.

Relocation Assistance Payments: None required as project is within the existing right of way.

System Action: Tentative Type II FAP System approved by FHWA February 20, 1970. (Note: Calapooia Street between S. Pacific and Queen Ave. was not included in the tentative Type II FAP System, but is to be included in the final Type II FAP System when submitted for approval.)

Airports, Water Development, Historical and Recreation Areas: None involved.

State Clearinghouse: Exempt from review and comment under working agreement dated April 28, 1970.

District 4 Council of Governments: Exempt under working agreement dated August 7, 1970.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right of way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

STATE COPY

7791

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Negative Declaration for
Project T-5001(1)
Pacific Blvd. (US 99E) and
Queen Ave., Albany
Linn County

Dear Sir:

We hereby request your concurrence in the enclosed "Negative Environmental Declaration" by the City of Albany, dated April 22, 1971, for the subject project.

The Highway Division agrees and concurs with the enclosed "Negative Environmental Declaration" and intends to include same as part of the required study report documentation when location/design approval is requested for said project.

Very truly yours,

R. L. Porter
State Highway Engineer

By
F. B. Klaboe
Assistant State Highway Engineer

Encls.

FHWA Endorsement to State Highway Division
Date 11 MAY 1971

I concur.

R. E. Simpson
Division Engineer

RECEIVED
MAY 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Ref'd to Young
5-14-71

RECEIVED
MAY 14 1971
PROGRAM & PLANNING
DIVISION

5-17-71
R Paange
Stu Cohyen

NOTATION
F. B. KLA...

STU

APR 23 1971
FOR FILING
7791

Rmm Ane -
Calapooia
T5001(1)

April 21, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for three TOPICS projects, Item No's. 31 through 33, which we desire to have included in the Federal-Aid TOPICS Highway Program as established in the 1968 Highway Act.

The project programs contain all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain location/design approval for the projects.

We will request further authorization to proceed with preliminary engineering for PE & R preparation as soon as location/design approval is granted.

The three projects are exempt from review and comment under working agreements of the State and District Clearinghouse as noted on the separate PR-1 forms.

Item 31, Project T-5001(1) involves work on a Federal-Aid Primary Highway, a Federal-Aid Type II Primary Highway and a Federal-Aid Secondary Highway. The project is primarily for the improved movement of traffic on the Primary (FAP 3) and Secondary (FAS 202) Highway. This is to certify that this project will have a priority which indicates the improvement, for maximum benefits, should be accomplished at this time and as the Highway Division has obligated all available Primary and Secondary Federal-Aid funds, the project is programmed under the provisions of paragraph 8d of PPM 21-18 using TOPICS Funds.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encl.

RNC:dg

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

4-21-71

FEDERAL-AID PROG

(PPM 21-1)

	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65		PRESENT	FUTURE	YEAR	
CARD 2	1	US 99E, Queen Ave. & Calapooia St.	ADT	13,800* 6,500**	23,500 11,700	91 (70)(71)(72)	

	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	
CARD 3	PE, Gr., Dr., Pave., Traf. & RR Sig., Illum.								

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	TOPICS	Linn
	NAME OF URBAN AREA 17-31 Albany	ROUTE P NO. ST / FEDERAL-AID 3 & 202

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY TOTAL ESTIMATED COST	FEDERAL FUNDS	
1	(14-15)	(18)	41	42	43 46	53		(54) (58)(59)	(66)(67)		(76)
5					PE		US 99E at Queen Ave. and Calapooia St. Intersections		5,000	3,100	
5					ROW						
5					CONST (CODE)			0.60	135,000	85,700	1
							PROJECT TOTALS	0.60	140,000	88,800	1

CARD	CODE	PREPARED BY
1	1	
1	14	PROGRAM APPROVAL DATES

(16) (23)(24) (33) RE

Prelim
Fiel
PS &

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

21-71

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	13,800* 6,500**	23,500 11,700	91	08	Oregon	35	077	31

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI. DESIG.
					T-	5001(1)		

COUNTY NAME: Linn — CODE: 043

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. P ST | FEDERAL-AID: 3 & 202 | STATE: City St. | U.S.: –

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	5,000	3,100	950	950	PE-(all phases). Gr., Dr., HT Pave., Curbs, Traffic signals, RR signals, Illumination, Landscaping and irrigation system.
0.60	135,000	85,700	12,150	25,000 (RR) 12,150 (City)	ROW - 60' min.: Access Control - partial; Parking Restrictions - partial.
0.60	140,000	88,800	13,100	38,100	

REMARKS

*US 99E **Queen Ave.

Preliminary Engineering:
Field $4,000
PS & E Prep. 1,000

-over-

USCOMM DUSCOMM-DC 48905-P61

S. PACIFIC BLVD. AND QUEEN AVE. AND CALAPOOIA ST.

Project T-5001(1)

Existing Facilities:

Queen Ave. - West of Pacific - 44' curb to curb, 2-lane AC pavement, curbs, gutters and sidewalks.
East of Pacific - 24', 2-lane, AC pavement. No curbs, gutters or sidewalks.
Calapooia - 30', 2-lane, oil mat, no curbs, gutters, or sidewalks.
Pacific - 64' curb to curb, 4-lane with 4' median. AC pavement. Curbs, gutters, and sidewalks.

Adjacent Facilities: Same.

Project Data: Preliminary Engineering - all phases. Upgrade traffic signal at Queen and S. Pacific, and interconnect with railroad pre-emption; widen Queen Ave. to provide left-turn refuges at S. Pacific and 4 traffic lanes (56' curb to curb including 4' median) from Calapooia to Ferry; widen Calapooia (44' curb to curb, no median) from S. Pacific to Queen Ave.; install 16' wide raised concrete median with left-turn refuges on S. Pacific from Washington to match existing median approx. 500' south of 19th Ave. Median to be landscaped and equipped with necessary irrigation facilities. Install railroad drop-arm gates, flashers, and bells at crossing on Queen Ave.

Railroad Data:

Railroad -	Southern Pacific Transportaion Co.
No. of Tracks -	6 (1 main, 1 siding, 2 spur & 2 yard)
No. of Trains -	55 (25 through & 30 switching)
No. of High Speed Trains	None
Present Protection -	Wigwag (lights and gongs)
Proposed Protection-	Flashing lights, gongs and short-arm gates.
Railroad Benefits -	Maximum. (Possible 50% of signal cost by railroad)

Public Hearing: Not req
of PPM 20-8.

Relocation Assistance Pa
within the existing righ

System Action: Tentative
FHWA February 20, 1970.
S. Pacific and Queen Ave
Type II FAP System, but
II FAP System when submi

Airports, Water Developme
Areas: None involved.

State Clearinghouse: Exe
working agreement dated A

District 4 Council of Gov
agreement dated August 7,

Control of Utilities: Th
the legal authority to co
right of way on this pro
being prepared to comply

S. PACIFIC BLVD. AND QUEEN AVE. AND CALAPOOIA ST.

Project T-5001(1)

curb to curb, 2-lane
utters and sidewalks.
, 2-lane, AC pavement.
sidewalks.
no curbs, gutters, or

ane with 4' median. AC
ters, and sidewalks.

- all phases. Upgrade
and interconnect with
o provide left-turn
s (56' curb to curb
erry; widen Calapooia
cific to Queen Ave.;
with left-turn refuges
existing median approx.
andscaped and equipped
Install railroad drop-
ing on Queen Ave.

cific Transportaion Co.
siding, 2 spur & 2 yard)
gh & 30 switching)

ts and gongs)
hts, gongs and short-

ossible 50% of signal
road)

Public Hearing: Not required under provisions of paragraph 6c of PPM 20-8.

Relocation Assistance Payments: None required as project is within the existing right of way.

System Action: Tentative Type II FAP System approved by FHWA February 20, 1970. (Note: Calapooia Street between S. Pacific and Queen Ave. was not included in the tentative Type II FAP System, but is to be included in the final Type II FAP System when submitted for approval.)

Airports, Water Development, Historical and Recreation Areas: None involved.

State Clearinghouse: Exempt from review and comment under working agreement dated April 28, 1970.

District 4 Council of Governments: Exempt under working agreement dated August 7, 1970.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right of way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

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ALBANY

SALEM, OREGON
March 30, 1971

Mr. L. H. Young
Program and Planning Engineer
BUILDING

TOPICS Projects (4)
New and (1) Cancellation

Attached are summary sheets and a tabulation for four new TOPICS projects and one project cancellation which were approved by the Highway Commission at the March 30, 1971 meeting.

Also attached is information for programming these projects with the Federal Highway Administration.

Please withdraw the construction portion of the cancelled Corvallis project and finalize the preliminary engineering portion. After the Federal portion has been collected the City of Corvallis will be billed for all remaining preliminary costs.

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

Att.

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMING

DATE: March 30, 1971

CITY: Albany SECTION: Vine Street-Ferry Street
Queen Avenue & S. Pacific Blvd.

PROPOSED WORK: Traffic signal, widening, channelization and railroad gates.

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction	~~135,000~~	~~81~~,000	~~27~~,000	~~27,000~~	25,000 (Railroad)
P.E.	5,000	3,000	1,000	1,000	
	FIELD	4,000	P.S. & E. Preparation	1,000	

EXISTING FACILITIES:
QUEEN AVE.-West of Pacific-44' curb to curb, 2-lane AC pavement, curbs, gutters and sidewalks.
East of Pacific-24', 2-lane, AC pavement. No curbs, gutters or sidewalks.
CALAPOOIA -30', 2-lane, oil mat, no curbs, gutters, or sidewalks.
PACIFIC -64' curb to curb, 4-lane with 4' median. AC pavement. Curbs, gutters, and sidewalks.
RAILROAD -6 tracks (1 mainline-1 siding-2 spur and 2 yard tracks). 24' AC roadway and 25 through trains per day at approx. 30 mph, 50 switching movements per day at 15 mph. Crossing angle approx. 70°, mainline protected by wigwag signal.

ADJACENT FACILITIES: SAME

PROJECT DATA: Upgrade traffic signal at Queen and S. Pacific, and interconnect with railroad pre-emption; widen Queen Ave. to provide left-turn refuges at S. Pacific and 4 traffic lanes (56' curb to curb including 4' median) from Calapooia to Ferry; widen Calapooia (44' curb to curb, no median) from S. Pacific to Queen Ave; install 16' wide raised concrete median with left-turn refuges on S. Pacific from Washington to match existing median approx. 500' south of 19th Ave. Median to be landscaped and equipped with necessary irrigation facilities. Install railroad droparm gates, flashers, and bells.

PROJECT NO: T-5001( )
ADDITIONAL RIGHT-OF-WAY: None required.
SYSTEM ACTION: Tentative FAP Type II System approved by FHWA 2/20/70.
RAILROADS: Southern Pacific Transportation Company
AIRPORTS None
WATER DEVELOPMENTS: None
HISTORIAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: FAP 3, FAS 202 & FAP Type II
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 4 CLEARINGHOUSE APPROVAL: Exempted August 7, 1970.
HEARING: Public hearing not required. PUC hearing required due to widening of crossing.
ACCESS CONTROL: No change
PARKING RESTRICTIONS: No change

ADT: Requested from John Hanks.

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COUNTY & CITY SECTION
MGR. SUPR. CE RE UP
RPE CE RE RPE

TOPS

March 26, 1971

Mr. Larry L. Rice
City Manager
City Hall
Albany, Oregon 97321

Dear Mr. Rice:

The request submitted by the City of Albany for a TOPICS project on Queen Street will be submitted to the Highway Commission for approval at the March 30, 1971 meeting. Total cost of this project is estimated at $140,000, including the Railroad's estimated share of $25,000.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt

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March 23, 1971

Oregon State Highway Commission

Gentlemen:

There will be before you at the March 30 meeting requests from the Cities of Albany, Beaverton, Corvallis and Gladstone regarding the Federal Aid TOPICS program.

The City of Albany is requesting the upgrading of a traffic signal on South Pacific Boulevard at Queen Street, widening on Queen and Calapooia Streets, channelization on South Pacific Boulevard and Queen Street and railroad drop-arm gates on Queen Street. TOPICS funds for this project are estimated at $115,000, of which $23,000 will be the cost to the State. In addition, the Southern Pacific Transportation Company will pay an estimated $25,000 as their share of the cost of railroad protection.

The City of Beaverton is requesting the realignment of a 400-foot (±) section of S.W. 6th Street to remove a 30° curve and two 90° curves. An existing chain link fence will be moved to the new alignment and the abandoned portion of the street will be seeded to grass. TOPICS funds for this project are estimated at $22,000 of which $4,400 will be the cost to the State.

The City of Gladstone is requesting the installation of a traffic signal at the intersection of S.E. McLoughlin Boulevard and S.E. Glen Echo Avenue. TOPICS funds for this project are estimated at $30,000 of which $6,000 will be the cost to the State.

The City of Corvallis is requesting that the previously approved project on N.W. Harrison Boulevard ($34,000) be cancelled due to public opposition to the removal of several large trees. The City will pay all State incurred costs over and above the Federal share. I recommend approval of this cancellation.

The projects in Albany, Beaverton and Gladstone have been investigated and are eligible for funding under the Federal Aid TOPICS program. I recommend your approval and request authority for the Secretary to sign project agreements for these proposals for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
V. E. Skoog
F. B. Crandall
H. S. Cox
L. W. Rulien
R. D. Asburry

RB:ljt sr

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
March 18, 1971

SUBJECT: Proposed TOPICS Projects (3)
and Project Cancellation (1)

To: Mr. F. B. Klaboe
Asst. State Highway Engineer
BUILDING

Attached are twelve copies of tabulations describing proposed TOPICS projects in Albany, Beaverton and Gladstone, and the cancellation of a project in Corvallis.

The City of Albany is requesting approval of a project consisting of the upgrading of the traffic signal at S. Pacific Blvd. and Queen Street; the widening of Queen Street and Calapooia Street; channelization of the intersections and the installation of railroad droparm gates. Total cost of this project is estimated at $140,000 of which the Southern Pacific Transportation Company's share is estimated to be $25,000. The cost to the State is estimated to be $23,000.

The City of Beaverton is requesting approval of a project consisting of the realignment of a short section (approximately 400 feet) of S.W. 6th Street between S.W. Erickson Avenue and S.W. Main Avenue. This short section now contains one 30° curve and two 90° curves. The realignment will replace these curves with two 23° reversing curves. The abandoned pavement, curbs and sidewalks will be removed, replaced with topsoil and seeded to grass. Also, an existing chain link fence will be moved to conform to the new alignment. Total cost of this project is estimated at $22,000 including preliminary engineering. The cost to the State is estimated to be $4,400.

The City of Gladstone is requesting the installation of a full traffic-actuated multiple phase traffic control signal at the intersection of S.E. McLoughlin Blvd. and S.E. Glen Echo Avenue. Total cost of this project is estimated at $30,000 including preliminary engineering. The cost to the State is estimated to be $6,000.

The City of Corvallis has requested that the previously approved project on N.W. Harrison Blvd. ($34,000) be canceled due to public opposition to the removal of several large trees. The project has proceeded through the location-design stage for which FHWA approval has been received; therefore, the construction portion of the project will need to be withdrawn and the preliminary engineering portion finalized. The City will pay all costs over and above the Federal share.

The projects in Albany, Beaverton, and Gladstone have been reviewed with the FHWA and are eligible for the use of TOPICS funds. Total TOPICS funds required are estimated at $133,000 of which $26,600 will be the State's share.

GPO 92478-734

If satisfactory, these projects should be presented to the Highway Commission for approval at the March 30, 1971 meeting. A draft of a suggested letter to the Commission is attached.

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

Att.

RECEIVED
MAR 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

~~SUMMARY, TOPICS FUNDS~~
~~Fiscal Year 1970 Projects~~

CITY	SECTION	Programed Amount	State Cost
Astoria	Astoria Urban Area etc	6 000	1 200
ALBANY	Vine Street-Ferry Street. Queen Avenue & S. Pacific Blvd. Traffic signal, widening, channelization, and railroad gates.	$115,000 (+ 25,000 from railroad)	$23,000
BEAVERTON	S.W. Erickson Ave.-S.W. Main Ave. S.W. 6th Street Street realignment.	22,000	4,400
GLADSTONE	S.W. McLoughlin Blvd. @ S.E. Glen Echo Avenue. Traffic signal.	30,000	6,000
	TOTAL NEW PROJECTS	~~$167,000~~ 173,000	~~$33,400~~ 34,600

Left out

CANCELLATION OF PREVIOUSLY APPROVED PROJECT

CORVALLIS	N.W. 31st Street-N.W. 29th Street N.W. Harrison Blvd. Traffic signal and widening. (Approved by Highway Commission on 3/7/70.)	34,000	6,800
	TOTAL CANCELLATION	$ 34,000	$ 6,800
	TOTAL	~~$133,000~~ 139,000	~~$26,600~~ 27,800

SUMMARY BY FISCAL YEAR	1970	TOTAL
~~Allocated funds~~	~~$2,743,000~~	~~$2,743,000~~
~~Approved Projects (corrected to date)~~	~~2,031,000~~	~~2,031,000~~
~~Unprogrammed Balance~~	~~712,000~~	~~712,000~~
~~Proposed Projects: 3/30/71~~	~~133,000~~	~~133,000~~
Unprogrammed Balance	$ ~~579,000~~ 573,000	$ 579,000 573,000

Copy in Minutes

~~71-b~~
~~3/16/71~~

CITY OF ALBANY
PROPOSED TOPICS PROJECT (1970 Funds)

Vine Street-Ferry Street (Albany) Section of Queen Avenue (FAS 202 & FAP Type II) and S. Pacific Blvd. (FAP 3). Traffic signal, widening, channelization and railroad gates. $115,000 (+ 25,000 from railroad for their 50% share of crossing protection.)

Upgrade traffic signal at intersection of S. Pacific Blvd. and Queen Street. Widen Queen Street to four lanes between Vine Street and Ferry Street. Widen Calapooia Street to two lanes between S. Pacific Blvd. & Queen Street. Channelize intersections to provide left and right turn refuges. Install railroad droparm gates. Interconnect traffic signals with railroad pre-emption. Upgrade street lighting. Install raised concrete planted median including necessary irrigation on S. Pacific Blvd.

A public hearing will not be required, but a PUC hearing will be necessary because of the widening of the railroad crossing.

PROPOSED TOPICS PROJECT

TOPS

City of Albany

P. O. BOX 490
ALBANY, OREGON

March 18, 1971

Public Utilities Commission
Public Services Building
Salem, OR

Attention: Mr. Topaz

Re: Queen Avenue and SPRR Crossing

Dear Mr. Topaz:

This is to notify you that the City Council, on March 10, 1971, did so approve the installation of the crossing, with the understanding that SPRR will pay 50% of the cost (per outstanding order) and that TOPICS approve the total project.

The estimated 50% cost to the SPRR would be ± $24,000.00, the remainder to be included in the TOPICS program for channelization and widening of Queen Avenue and Pacific Boulevard.

The Council will be very pleased when this problem has been taken care of and appreciates very much your cooperation in this matter.

Sincerely,

Richard J. Pusich
Public Works Director

Dona L. Johnson

By: Dona L. Johnson
Engineering Secretary

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MAR 22 1971
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RJP:dj

cc: Larry L. Rice, City Manager
Richard Unrein, State Highway
Southern Pacific Transportation,
Mr. A. W. Kilborn
Ted Litchfield, State Highway

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 11, 1971

To: H. S. Cox
County-City Engineer

B U I L D I N G

Attention: Dick Bladorn

SUBJECT: Proposed TOPICS Project
Pacific Boulevard at Queen Ave.
Albany

Returned herewith is material from the City of Albany proposing channelization, revision of traffic signals, street widening and railroad crossing signal installation at and in the vicinity of the above intersection.

The basic purpose of the project appears to be in order. Railroad crossing gates interconnected with five-phase traffic signals would improve existing conditions. The widening of Queen Avenue between Pacific Boulevard and Ferry Street is necessary for capacity reasons at the approaches to the railroad crossing and the signalized intersection. No capacity problem will exist at the intersection.

In the final design stages, there is a need for considerable revision in the proposed channelization and an administrative decision would be required in regard to the City's proposal for a raised planted island in the center of Pacific Boulevard.

Capacity computations and detailed operational analyses are available if required by the Federal Highway Administration.

L. E. George
Operations Engineer

VPJ:pb

Attachment

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MAR 11 1971
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☐ UPE ☐ GE ☐ RE ☐ RPE ☐

SP 52475-734

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date March 4, 1971

Name of City Albany, Oregon
Major Street Name Queen Avenue & Pacific Boulevard
Section Name Pacific Boulevard - S.P.R.R.

Location of Project (Attach sketch map) Length 3200 ft.
On Which System? Primary I X Primary II X or Secondary X

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: ----- ; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes
Explain Pacific Blvd. - 99E Federal Aid Primary Highway
Queen Avenue - West of Pacific is a Federal Aid Secondary Highway (local)

General description of proposed project: Widen and pave Queen Ave. & Calapooia to provide R.R. crossing gates and necessary capacity Provide channelization at Queen and Pacific for turning movements onto Queen Ave. Install street lighting and rework existing traffic signals. Install curb and gutter and necessary signs, signals, markings, and medians planting & irrigation.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: Queen & Pacific

2. Type: a. Traffic Control _____
   1. Pretimed _____
   2. Traffic-actuated
      (a.) Full traffic-actuated _____
      (b.) Semi-traffic-actuated _____
      (c.) Volume density-actuated _____
      (d.) Pedestrian actuated _____

   b. Flashing Beacon _____

Footnotes:

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c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other Train warning on turning lane at Calapooia

3. Number of Phases:
a. Two _____
b. Three X
c. Multiple _____

4. Is interconnection for coordination necessary? Yes Remarks: Coordinated with R.R. crossing

If so, by cable or leased telephone line? _____

5. Type of Suspension:
a. Mast Arm X
b. Span Wire _____
c. Signal Bridge _____

6. Paint Color Desired: Pale blue

7. Present Signalization: Queen & Pacific

8. Other Remarks: Pedestrian controls moved behind new curb.

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: Queen Ave. & Pacific Blvd.
Pacific & Calapooia also Calapooia & Queen

2. Type: a. Mercury Vapor _____
b. Fluorescent _____
c. High-pressure Sodium X
d. Incandescent _____

3. Luminaire Distribution Type and Classification:
a. I _____ d. IV _____
b. II _____ e. V _____
c. III _____

21000 lumens

Footnotes:

4. Luminaire Wattage:
   a. 175 _____
   b. 250 _____
   c. 400 _____
   d. 700 _____
   e. 1000 _____

21000 lumens

5. Luminaire Spacing: 6 to 8 luminaries

6. Maintained Intensity: ± 3 F.C.

7. Uniformity Ratio: _____

8. Proposed Mounting Height:
   a. 30 ft. _____
   b. 40 ft. X
   c. 45 ft. _____
   d. 50 ft. _____

9. Pole Type:
   a. Wood _____
   b. Steel _____
   c. Aluminum X

10. Operating Voltage:
   a. 120 _____
   b. 240 _____
   c. 480 X
   d. Series _____

11. Type of Wiring:
   a. Overhead _____
   b. Underground X

12. Present Illumination: Queen Avenue

Also improved R.R. yard lighting at S.P.R.R. expense

Comments: I believe we should work towards the incorporation of the signal mast arm and traffic pole with the street light standard.

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: Widen Queen Avenue to 56 ft. Install 16 ft. raised planted median on Pacific Blvd. & others as shown

2. Desired Work: 4 ft. wide barriers to be monolith curb attached to existing pavement. In new street, curb & gutter shall be constructed per standard methods; the 16 ft. median shall be cut out & AC removed & replaced w/top soil & plants

3. ~~Typical Cross~~ Section: per plans

4. Curbs? Yes If so, a. Type Desired: (Standard, monolithic, rolled, or special) Standard
   b. Exposure 6 inches
   c. Width between curbs 56 ft.
   d. Desired curb radius 20 to 30 ft.

5. Surfacing: A.C. X P.C.C. _____ Oil _____ Other _____

6. Present Typical Cross Section and Surfacing; (Queen) 22 ft. pavement - unimproved street

7. Traffic Control Signing:
   a. By City at City Expense? X
   b. By State at City Expense? _____
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense? X
   b. By State at City Expense? _____
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length _____ft.
   b. Width _____ft.
   c. Type _____
   d. Location: No

Footnotes:

T-1-69
(rev. 12-70)

IV. STRUCTURE DATA:

1. Location: N. A. _____

2. Desired Work: _____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
   (NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____

7. Is a particular type of structure and design desired? _____
   Explain: _____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
   b. By City? _____
   c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
    b. By Contractor? _____
    c. Traveled surface: Type _____
    Width _____ ft.
    d. Shoulders: Type _____
    Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
    b. Use for Detour? _____
    c. Removed by City? _____
    d. Removed by Contractor? _____
    e. Salvaged by Contractor for City? _____

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

_____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 60 (Queen) ft. 100 (Pacific)
   a. Maximum: 70 ft.
   b. Minimum: 60 ft.

2. Will additional right-of-way be needed? No Explain: _____

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: _____

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: _____

8. Are utilities on existing right-of-way by? Permit _____ or Franchise X (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____

10. Are there any railroad crossings? Yes Location: Queen Avenue 400 ft East of Pacific Blvd.
    6 tracks

Footnotes:

a. Name of Railroad Southern Pacific Railroad

b. Number of tracks: Mainline 1 Siding 5 Total 6

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance 50-100 ft.

d. Number of Trains: (1) Passenger 1 Speed _____ mph
(2) Freight 68 Speed _____ mph

e. Angle of Intersection: 70°

f. Type of Existing Crossing: (1.) Grade X
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks X
(7.) Other 1 wig wag Main line only

h. Proposed Type Crossing and Protection: _____
Gates, flashers and bells

i. Are there to be stopping lanes for buses and trucks? No

j. Will crossing be altered to the extent that will require a P.U.C. hearing? ~~No~~ ?, yes
(1.) Does City wish State to prepare P.U.C. hearing data? _____
(2.) Will P.U.C. application be made by? State _____
City _____
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: See attahced survey of train movements and track layout

VI. FINANCIAL DATA:

	1970 ~~1969~~	1971 ~~1970~~
1. Available total TOPICS Funds: (Federal + State + City)	$ 52,000 +	$ 55,000
2. Estimated Cost of Requested Project	$ 122,110	

3. Date Match Money is Available: _____

4. Will there be any 100% City money? No
(Non-participation items)

5. Maximum Amount of 100% City Money: $ _____

Railroad will share in Crossing protection by 50% of cost estimated to be $50,000 total or $25,000 railroad share. ?

Footnotes:

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: TOPICS Plans started Jan. 18, 1971
Estimated completion date Sept. 1, 1971

2. Existing Conditions Necessitating This Proposed TOPICS Project:
Inadequate crossing causes delays and safety hazard. Present traffic on Queen Ave. is (6,365 ADT) turning movements at Pac. were taken by OSHD in 1967. Traffic using Calapooia is about 2,000 ADT. SPRR conducts switching movements during rush hours, seriously limiting capacity. The PUC states that this crossing is the 2nd worst crossing in State.

3. This Project Would Accomplish the Following: Protect traffic from trains and provide necessary capacity to relieve congestion during rush hours. Channelization at Pacific will relieve congestion and waiting for turns. Eliminate diagonal crossing movements across Pacific.

This application is not complete unless a sketch map showing the location of the project is attached.

The Albany City Council on the 10th day of March, 1971, adopted Resolution No. 1305 or Ordinance No. _____, as the case may be, requesting this TOPICS project.

By _____ City Mgr.

By _____

T-1-69
(rev. 12-70)

VINE ST.

5 PACIFIC BLVD.

CALAPOOIA ST.

Section A-A

Property line

Existing Painted Median

Property line

MAPLE ST.

QUEEN AVE.

VINE ST.

S. PACIFIC BLVD.

CALAPOOIA ST.

Section A-B

Section A-B

Match Line

Proposed
QUEEN AVE.
SCALE 1"=100'

SPAR TRACKS (3)

Crossing Gates

Match line 2

Match line 1

S. PACIFIC BLVD.

RICARDO ST.

Match Existing Median

J. PACIFIC BLVD.

CALIFORNIA ST.

Match Existing Median

Crossing Gate

Crossing Gates

SP&R TRACKS (5)

WASHINGTON ST.

FERRY ST.

Remove Pavement

New Curb

Section B-B

New Curb

New Median

Existing Pavement

Section C-C

Proposed

QUEEN AVE.

ELM TO 3RD

SCALE 1" = 100'

MAPLE ST.

WASHINGTON

unimproved
VINE ST.
DOES NOT Go thru.

Parking

SAFEWAY

PAINTED MEDIAN
S. PACIFIC BLVD.

Parking

OK MAT
& CALAPOOIA ST.
NO Curbs

Curbs & Sidewalks

36' - 4" Curbs & Sidewalks

SERVICE Station

Match line 2

Match line 1

Painted Median

Curbs gutter

TUM ALUM Lumber

Service Sta.

Albany Floor Covering

Spadina Shop

Parking

Gravel

Oil MAT 30' CALIFORNIA ST. NO Curbs

Shop

RR Shack

COMMERCIAL

VACANT

Begin Divided Section

Planted area

BLVD

QUEEN AVE. & Good St. curbs & sidewalks

Schoonover Electric

ARBUTUS CIRCLE

18TH

BLDG.

VACANT

EXISTING

QUEEN A

SCALE 1"=

Match line 1

NARROW - Little or no shoulders ... ONLY FAIR COND.

Gravel

Bekins

WASHINGTON ST.

Anderson Heating

FERRY ST.

EXISTING
QUEEN AVE.

SCALE - 1" = 100'

7792 S.W. Corbett Ave. Undercrossing Sec. of Pac. Hwy. near S. city limits of Portland. 1972

-7792-

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

6-1-76

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
6/1/76	W. N. Bryant, Area Engr		BRS-I-5-6(75)293
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
10-6-72	6/24/75	130 %	30 CWD
APPROVED EXTENSIONS	**LOCATION**		
4CWD	On NB lanes of I-5 near the SW Corbett Ave. overcrossing structure near the south city limits of Portland, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

RECEIVED STATE HWY ENGR JUN 4 '76 REFER TO FOR Act Sign D/R R/D Invest Info

S.W. CORBETT AVENUE O'ING
PACIFIC HIGHWAY
Anti-Skid Pavement Treatment

NOTED JUN 0 3 1976
E. S. HUNTER

Washington

This project provided for the construction of approximately 6000 sq. yd. of anti-skid treatment on the existing Portland cement concrete pavement. The treatment consisted of an asphalt-extended, two-compound resin applied uniformly over the three northbound lanes of I-5 which was then crossed with a polish-resistant calcined bauxite aggregate. This work was programmed as an Experimental Category II Safety Improvement.

All contract work, except that required under the specified 12 month establishment period was completed in reasonably close conformance with the plans and specifications on 10/6/72 at a final estimated cost of $46,815 or approximately 2.5 percent below the bid amount of $48,000. During the establishment period the contractor was required (specifications) to replace all areas on which adhesion was not properly established between both the resin and pavement surface and between the resin and aggregate or when the measured SN value was less than 60.

During the winter of '73 the surface treatment began to fail for various reasons. The failure can best be described as a complete

*NOTE: Not applicable for direct federal projects.

(more)

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: W. N. Bryant, Area Engineer		SIGNATURE: Original signed by E. J. Valach, Dist. Engineer	
TITLE W. Bryant	DATE	TITLE E. J. Valach	DATE 6/3/76

FORM FHWA-1446-B (12-73) FORMERLY PR-33E 6/2/76 Previous Editions of PR-33E Will Not Be Used.

(90 percent of area) loss of adhesions between the surface treatment and the underlying PCC pavement. It was proposed (by the contractor) to correct the situation by the placement of an epoxy overlay in lieu of the original chip seal which failed at an additional cost of $15,000. On 9/25/73 the contractor began removal of the remaining chip seal from the roadway and completed the removal on 10/19/73. However, due to weather conditions and because placement of the proposed Concresive R Epoxy Asphalt Pavement mix could be placed only on Sunday (only day the plant would be available) the contractor obtained approval to wait until the summer of '74 to complete the work.

Price Agreement No. 1 in the amount of $15,000 was approved on 11/6/73 covering the furnishing and placement of a 3/4" thick Concresive R Epoxy Asphalt Pavement overlay (5,852 sq. yd.) including an Epoxy Asphalt tack coat.

No work was performed during the summer of 1974. On 5/30/75 a Price Agreement in the amount of $13,800 credit was approved which provided for termination of the contract. This method was considered acceptable because the entire section was to be rebuilt under a new project (I-5-5(60) 290 now under construction) in the near future.

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel*

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN ( ) RURAL ( )
Oregon	Multnomah	[illegible]-1-5-4(73)209	

	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED
CARD A		CONSTRUCTION TYPE CODES		Anti-skid Treatment 7221	—	Sept. 29, 1972
	20	FINAL CONSTRUCTION COST	DOL.	$ 46,614	—	DATE COMPLETED Oct. 4, 1972
	21	LENGTH OF PROJECT	MILES	0.378	—	TOTAL NO. BRIDGES [illegible]

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD B	30	LABOR	TOTAL MAN HOURS 620	GROSS EARNINGS $5,694	
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	36,835.80	
CARD B	9	PETROLEUM PRODUCTS	GAL.		
CARD B	1	CEMENT	BBL.		
CARD C	2 / 92	AGGREGATES PURCHASED	TON. / CU. YD.	40	
CARD C	3	BITUMINOUS MATERIAL	GAL.		
CARD C	4	LUMBER	MFBM.		
CARD D	5	TIMBER PILING	LIN. FT.		
CARD D	7	REINFORCING STEEL	LB.		
CARD D	8	STRUCTURAL STEEL	LB.		
CARD D	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.		
CARD E	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
CARD E	15 / 95	AGGREGATES PRODUCED	TON / CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
CARD F	17	FENCING	LIN. FT.		
CARD F	18	GUARDRAIL	LIN. FT.		
CARD F	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
CARD G	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 — 52 | 53 — 61 | 62 — 70

CARD H — CULVERT ITEMS

ITEM	SIZE (In.)	LGTH. (Lin. ft.)
6	CORRUGATED STEEL CULVERT	

CARD J

ITEM	
13	CONCRETE PIPE

CARD K

ITEM	
14	CLAY PIPE AND DRAIN TILE

CARD L

ITEM	
25	CORR. ALUMINUM CULVERT

CARD M

ITEM	
26	CAST IRON PIPE

FORM PR-47 (REV. 3-72) PREVIOUS EDITIONS ARE OBSOLETE

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimte of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 925-947

7772

June 25, 1975

Insurance Co. of North America
PO Box 7985
San Francisco, CA 94120

Gentlemen:

Contract No. 7772 awarded to Adhesive Engineering Company for work on the S. W. Corbett Avenue Undercrossing Section of the Pacific Highway in Multnomah County was completed on October 6, 1972, and accepted by the Administrator and State Highway Engineer on June 24, 1975.

The total contract amount is $32,766 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

cc Adhesive Engineering Company
1411 Industrial Road
San Carlos, CA 94070

bc C. T. Keasey
Walt Hart
V. E. Skoog, Att. Dick Hacek
E. L. Hardt

fkn/hb

1-19-75 C R

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

April 28, 1975

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. R. W. Gaul
President
Adhesive Engineering Company
1411 Industrial Road
San Carlos, CA 94070

Dear Sir:

Adhesive Engineering Company and the Oregon State Highway Division have agreed to terminate the contract for the Corbett Ave. U'Xing anti-skid project. In order to document this action, a price agreement has been prepared for your signature. Please return six signed copies for further handling.

The contract termination involves a lump sum credit to the Highway Division of $13,800. After correcting this sum for liquidated damages and retainage, the net amount due the Highway Division is $11,471.70. Along with the above-mentioned price agreement, please forward a check in that amount made out to the Oregon State Highway Division.

Your cooperation in finalizing this matter is appreciated.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Regional Engineer

NOTED
H.S. COULTER

RECEIVED
APR 30 1975
Office of
Assistant State Highway Engineer

Enclosures
ELH/cr
bc H. S. Coulter
Pat Randolph
C. T. Keasey
Willard Scofield

Form 81-734-3122

7792

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

April 21, 1975

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

TO: PAT RANDOLPH
Asst. Attorney General
211 State Highway Building
Salem

SUBJECT: SW CORBETT AVE. U'XING
ANTI-SKID TREATMENT
PACIFIC HIGHWAY
MULTNOMAH COUNTY
Contract No. 7792

Attached you will find an April 15 letter from Adhesive Engineering Company which agrees to the termination of the Corbett Avenue anti-skid contract. The amount agreed on for rebate to the State is $12,000. The figure of $11,471.70, which appears in the contractor's letter, is the net due the State after subtracting the retained amount due the contractor and adding the liquidated damages.

I have attached a rough draft of a price agreement which we would execute with the contractor for termination of the contract. I would appreciate it if you would look it over and edit, if necessary, the language regarding the purpose of the agreement. I have provided a blank price agreement form in the event you want to do it over. Please return with your comments and I will forward to the contractor for his signature and check.

By copy of this letter the Construction Section is requested to verify that the net credit to the Highway Division should be $11,471.70 after applying a $12,000 credit to the current balance due the contractor.

ELH/cr
Attachments
cc H. S. Coulter w/attachment
C. T. Keasey "
Willard Scofield "

NOTED
H.S. COULTER

RECEIVED
APR 22 1975
Office of
Assistant State Highway Engineer

A MEMBER OF THE JEFFERSON CORPORATION FAMILY

ADHESIVE ENGINEERING COMPANY

1411 INDUSTRIAL ROAD SAN CARLOS, CALIFORNIA 94070
PHONE (415) 592-7900 TELEX 34-8459

April 15, 1975

CE RE RECEIVED
TE RSM
CE APR 18 1975 RSC
SO REGION I RSI
ENV LOC

Mr. Edward L. Hardt
Regional Engineer
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

Dear Mr. Hardt:

Adhesive Engineering Company continues to believe that it has fulfilled its obligations under State Contract No. 7792 and that the existing Price Agreement was based on a contingency which did not occur. However, we have decided that we will accept your proposal of March 25 for termination of the contract in order to avoid the time and expense of attempting to prove our case.

Our understanding based on our records and your letter of April 7 is that we will owe to the State of Oregon $11,471.70. I assume that you will be preparing some formal documentation for this termination. Please let us know when and where to send the payment.

Very truly yours,

ADHESIVE ENGINEERING COMPANY

R. W. Gaul
President

RWG:sln

7192

R

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

April 7, 1975

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. R. W. Gaul
President
Adhesive Engineering Company
1411 Industrial Road
San Carlos, CA 94070

Dear Mr. Gaul:

We have your March 31 letter regarding our proposal for finalizing the Corbett Ave. anti-skid contract, No. 7792. Your records are correct, the amount owing to Adhesive Engineering at the present time is $2,328.30 and under our proposal the net to Oregon State Highway Division would be $11,471.70.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Regional Engineer

ELH/cr
bc H. S. Coulter w/attach.
C. T. Keasey "
Willard Scofield "

RECEIVED
APR 8 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

Form 81-734-3122

- 11

A MEMBER OF THE JEFFERSON CORPORATION FAMILY

ADHESIVE ENGINEERING COMPANY

1411 INDUSTRIAL ROAD SAN CARLOS, CALIFORNIA 94070
PHONE (415) 592-7900 TELEX 34-8459

March 31, 1975

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SO REGION I RBI
ENV LOC

Mr. Edward L. Hardt
Regional Engineer
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

Dear Mr. Hardt:

We have received your letter of March 25 regarding our contract for anti-skid treatment at the SW Corbett Avenue undercrossing, State Contract No. 7792.

We are considering your proposal, and we will come to an early decision. However, since for some reason we cannot find the Oregon State Highway Division final estimate for the job, I would like to verify our understanding of the exact amounts of money involved in your proposal. The following is what our records show:

5852 yards @ $8.00/yard	$46,816.00
Liquidated Damages	- 250.00
Total Due	$46,566.00
Paid to Date	-44,237.70
Retained	$ 2,328.30
OSHD Proposed A/E Payment	$13,800.00
Less Retainage	2,328.30
Net to OSHD	$11,471.70

Would you please confirm this analysis for us so that we may proceed with our decision. Thank you for your help in this matter.

Very truly yours,

ADHESIVE ENGINEERING COMPANY

R. W. Gaul
President

RWG:sln

7792

R

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

March 25, 1975

R. W. Gaul, President
Adhesive Engineering Company
1411 Industrial Road
San Carlos, CA 94070

With respect to the contract for anti-skid treatment at the SW Corbett Avenue undercrossing, State Contract No. 7792, we have reviewed your alternative proposals for the work as outlined in your January 29 letter.

Rather than perform any more work under this contract we believe it to be in the best interest of your company, as well as the Highway Division, to terminate the contract. At the present time, under the terms of a supplemental agreement, your firm is obligated to place a 3/4 inch epoxy asphalt overlay on the subject pavement and the Highway Division is obligated to pay you $15,000 in addition to the original contract amount for the overlay.

In order to terminate the contract we have identified Adhesive Engineering Company's obligation yet to be performed. Our calculations indicate that the epoxy asphalt overlay would amount to approximately 240 tons. Using an in-place price of $120 per ton indicates that the cost of the overlay would be $28,800. Deducting from that the $15,000 that the Highway Division is obligated to pay Adhesive Engineering for the work leaves $13,800 that Adhesive Engineering Company is obligated for.

RECEIVED
MAR 26 1975
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

E-128

Our proposal then is to terminate the contract, pay Adhesive Engineering the retainage outstanding on the original $48,000 contract, and Adhesive Engineering rebate to the Highway Division the sum of $13,800 as described above. If you agree, please advise. If you have any questions, don't hesitate to call or write.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

EDWARD L. HARDT
Regional Engineer

ELH/b

bcc: H. S. Coulter
Pat Randolph
C. T. Keasey
Willard Scofield

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

February 18, 1975

FILE: CON 5

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: ANTI-SKID PAVEMENT TREATMENT
SW CORBETT AVENUE UNDERCROSSING
CONTRACT NO. 7792

TO: H. S. COULTER
Assistant State Highway Engineer

My copy of your February 5 letter to Bob Gaul, President of Adhesive Engineering Company, requested that I evaluate Adhesive Engineering's proposal as contained in their January 29 letter and give you my recommendation.

Since we currently have on schedule a project to overlay all of I-5 from the Marquam Bridge to Capitol Highway, which includes the subject section, it is my recommendation that we not do any more work under the Adhesive Engineering contract -- that, instead, we cancel out the contract. I have discussed this concept with Wally Bryant and Ernie Valach of the FHWA and they agree. We are left then with the mechanics of closing out the contract.

When Adhesive Engineering's Mr. Connolly was here last year, he mentioned to Willard Scofield that they might be willing to ante up $10,000 if they could be relieved of their contractual obligations. I mentioned this sum of money to Ernie Valach, in terms of a reduction in the contract if we cancelled out now, and he felt that this "wasn't enough". He didn't mention what "enough" is, and I am at a loss to determine that amount. I would suggest that you, Ernie, Pat Randolph, Carroll Keasey, and perhaps John Jenkins, and I get in a huddle and determine the best rationale for closing out the contract and how much money should exchange hands in the process. After that the obvious next step is to make a counter offer to Adhesive Engineering.

ELH/cr
cc Pat Randolph w/attachment
Carroll Keasey
John Jenkins
Willard Scofield w/attachment

Ed, -
Sound, like a good idea. - Would should be involved also. — Perhaps he could develop some approximate amounts as to what we should consider as a counter offer.
Carl, How do you feel?

RECEIVED
FEB 18 1975
Office of
Assistant State Highway Engineer

7792

February 5, 1975

Mr. R. W. Gaul, President
Adhesive Engineering Company
1411 Industrial Road
San Carlos, California 94070

Dear Mr. Gaul:

Anti-Skid Pavement Treatment
SW Corbett Avenue Undercrossing
Contract No. 7792

Your letter concerning the subject project has been referred to our Region office for review.

We will contact you after the alternates you propose have been reviewed.

Very truly yours,

E. S. Coulter
Assistant State Highway Engineer

ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
W. J. Hart
E. L. Hardt -- Please review alternates (perhaps with FHWA) and give me your recommendation.

Pat Randolph

[redacted]
A MEMBER OF THE JEFFERSON CORPORATION FAMILY

ADHESIVE ENGINEERING COMPANY
1411 INDUSTRIAL ROAD SAN CARLOS, CALIFORNIA 94070
PHONE (415) 592-7900 TELEX 34-8459

January 29, 1975

NOTED
H. S. COULTER

Mr. H. S. Coulter
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Coulter:

This letter is in reply to your request for a statement of our position regarding the completion of work under our Price Agreement modification of the S. W. Corbett Avenue Undercrossing, Contract No. 7792.

As I have indicated in discussions with you, we believe that the original specification was contradictory in requiring a one-year guarantee of adhesion. This is based upon the experience at Corbett Avenue as well as the installation made in Seattle with the same material supplied by a different manufacturer.

We have also pointed out that our price of $15,000 to pave the Corbett Avenue Undercrossing was contingent upon being able to perform this work when we did the epoxy asphalt paving on the Fremont Avenue Bridge. Since this was not possible, we believe that the $15,000 price quoted in the Price Agreement is no longer binding on us.

At this time we have three alternate proposals which are listed below:

1. Groove the pavement by saw cutting. This work would be done at no further cost beyond the $15,000 price agreement.

2. Pave with 3/4 inch epoxy asphalt as specified by the Price Agreement. We would require an additional $35,000 to help cover mobilization and set-up costs beyond the Price Agreement.

3. Recoat with the chipseal system originally specified and installed. The work would be done under the State of Oregon's close supervision to leave no doubt concerning compliance with the specified material properties and installation techniques. The one-year guarantee of adhesion would be waived by the State. We would require an additional $25,000 to do this work.

RECEIVED
FEB 4 1975
Office of
Assistant State Highway Engineer

We would be willing to discuss any of these proposals in more detail with you.

Very truly yours,

ADHESIVE ENGINEERING COMPANY

R. W. Gaul
President

RWG:sln

cc R. McKinney
D. Grebe
K. Crook
W. Connolly

7792

Robert W. Straub
xxxxxxxxxx

January 15, 1975

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

894 -J

Oregon Project EHS-I-5-6(75)299
SW Corbett Avenue Overcrossing
Anti-Skid Pavement Treatment
Contract No. 7792

Your December 19 letter asked what steps are being taken to bring the subject project to an acceptable conclusion. As the project now stands, there is a $15,000 price agreement approved as additional payment for an epoxy asphalt overlay in lieu of the originally specified anti-skid treatment.

We have met several times during the past year in an effort to get the contractor, Adhesive Engineering Company, to perform this work. They have shown a reluctance to perform, taking the position that the overlay was to be done in conjunction with the Fremont Bridge paving and to bring in a special plant exclusively for the project would be exorbitantly expensive.

To a great degree, the outcome of these discussions hinges on the final acceptance of the Fremont paving. If, on the one hand, we require the Fremont paving to be replaced prior to final acceptance of that contract, the subject work could be easily done. If the Fremont work is conditionally accepted, then the contractor is likely to argue more forcibly that putting epoxy asphalt down on the subject project is beyond the scope of our agreement. The validity of this argument depends upon evidence beyond the written record and is therefore difficult to assess. Under the written contract documents, the contractor apparently could be required to perform.

In a discussion on January 13 with Mr. Bob Gaul of Adhesive Engineering, he agreed to present us in a few weeks with a proposal, in writing, of some alternative treatments for our consideration. We will review the proposal when received and hope that completion of this project can be planned.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey
E. L. Hardt

ELH:cr/HSC:ja ja

DEPARTMENT OF JUSTICE

Memorandum

TO: Scott Coulter

DATE: January 10, 1975

FROM: Pat Randolph

SUBJECT: Oregon Project EHS-1-5-6(75)299
SW Corbett Avenue Overcrossing
Anti-Skid Pavement Treatment

Ed Hardt's suggested draft of January 9th does not state my understanding of our intentions in this matter. I would suggest that the third paragraph of that letter be revised to read as follows:

> To a great degree, the outcome of these discussions hinges on the final acceptance of the Fremont paving. If, on the one hand, we require the Fremont paving to be replaced prior to final acceptance of that contract, the subject work could be easily done. If the Fremont work is conditionally accepted, then the contractor is likely to argue more forcibly that putting epoxy asphalt down on the subject project is beyond the scope of our agreement. The validity of this argument depends upon evidence beyond the written record and is therefore difficult to assess. Under the written contract documents, the contractor apparently could be required to perform.

PAR:hg

In a discussion with Mr. Grant of Pioneer Engineering on Jan 13, he agreed to present us with a proposal, in writing, of some alternative treatments for our consideration. We will review the proposal when received in a few weeks and hope that completion of this project can be planned.

RECEIVED
JAN 13 1975
Office of
Assistant State Highway Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

January 9, 1975

FILE: CON 5

FROM: EDWARD L. HARDT
Regional Engineer

TO: H. S. COULTER
Assistant State Highway Engineer

SUBJECT: AEJ 894
Oregon Project EHS-I-5-6(75)299
SW Corbett Avenue Overcrossing
Anti-Skid Pavement Treatment

Per our discussion in your office on January 7 with Pat Randolph and Willard Scofield, attached is a draft for the Federal Highway Administration regarding their question of winding up the contract on the subject project. This draft represents my understanding of how we intend to handle the question. I hope you agree.

ELH/cr
Attachment
cc John Jenkins
Walt Hart
Willard Scofield
Pat Randolph

RECEIVED
JAN 10 1975
Office of
Assistant State Highway Engineer

DEPARTMENT OF JUSTICE

Memorandum

TO: File

DATE: January 6, 1975

FROM: Pat Randolph

SUBJECT: Notes on Adhesive Engineering - Corbett Undercrossing File

Significant correspondence and memoranda are attached.

1. The initial inspection report dated September 29, 1972, indicates that "work covered under this project is programmed as an Experimental Category II Safety Improvement" and was to be the subject of a special construction report at a future time.

2. In the letter dated October 9, 1972, Willard Scofield, Resident Engineer, indicated that the establishment period required by page nine of the special provisions will begin on October 6, 1972. A report by Scofield on November 3, 1972, indicates that the project was completed and that "there are no apparent deficiencies in the finished product."

3. On November 6, 1972, W. N. Bryant, Area Engineer, filed a semi-final inspection report at which he indicated that the initial establishment period (12 months) the contractor is required to replace all areas of anti-skid treatment on which the adhesion has not been properly established between both the resin and pavement surface and between resin and aggregrate or when the SN value drops below 60."

4. On December 28, 1972, W. J. Scofield reported the first observation of failure of the surface.

5. On January 5, 1973, Ed Hunter formally notified Adhesive of the problems. Continued deterioration was observed and on March 12, 1973, Ed Hunter indicated to Adhesive that it would be required to replace all of the failed material when the weather was good in 1973 (see attached). On May 16, 1973, after further inspection (see attached), Ed Hunter notified Adhesive that the entire surface was considered a filure and that Adhesive should immediately commence preparation for replacement.

6. On May 29, 1973, Adhesive met with State Highway Personnel and took the position that simply replacing the surface would not improve the conditions and that it wished to make a counter proposal for re-surfacing.

RECEIVED

JAN 6 1975

Office of
Assistant State Highway Engineer

7. On May 30, 1973, Adhesive wrote to Scofield and admitted that the surface "in its present condition....can be considered a 100 percent loss."

   That letter also indicated however, that Adhesive had regarded the project as experimental "to confirm the suitability of this surfacing system for use in Oregon to provide improved skid resistance in hazardous areas." The letter went on:

   > "....While Adhesive Engineering Company might prefer to simply assert that we had complied with the specifications and performed as required, we feel an obligation to pursue an alternative which addresses itself to the original intent of the project -- the confirmation of a practical and feasible system for improved skid resistance in hazardous areas... We reason that the project might be considered incomplete inasmuch that while it proved a membrane surfacing is inadequate to withstand the impact and wear of studs, the problem of providing improved skid resistance in hazardous areas remains, as does the problem of studs and chains.
   >
   > "We, therefore, recommend your consideration of further experiments to solve the primary problem, but to do so with an alternative chosen to combat the added problem of excessive wear and abrasions.
   >
   > "In recognition of the fact that we feel an obligation to contribute toward the demonstration of a feasible solution of the problem, we hereby confirm our willingness to provide and place a 3/4 inch overlay on the Corbett Avenue Underpassing area for the additional sum of $15,000, providing that we be permitted to perform this work in conjunction with our placement of the Fremont Street Bridge Pavement this season."

8. On July 10, 1973, Ed Hunter responded that the State was in favor of accepting Adhesive's proposal but that the proposal had been referred to FHWA. The letter also acknowledged that this was "an experimental project".

9. On July 12, 1973, Scofield prepared a report in which he analyzed the failure of the surface to determine whether the contractor had indeed complied with the original specifications. Two summary sentences are significant:

(a) "I do not know of any spec. that was violated as far as materials, equipment, and construction methods were concerned."

(b) "There seems to be no question that studded tire use during winter months accelerated the erosion of the surfacing and loss of skid resistance."

10. On July 23, 1973, Ed Hunter wrote to Glen Green, FHWA, analyzing the cause of the surface failure and concluding that the experimental anti-skid overlay should be regarded as a failure and recommending that Adhesive be permitted to use its alternative proposal in satisfaction of its contractural obligation."

11. Green responded on July 27, 1973, with a request for further information relating to the cleaning of the existing surface. This information was obtained (with the participation of Adhesive) and reported back to FHWA on August 30, 1973.

12. FHWA gave the go ahead for a "proposed change which includes adequate specification requirements to insure satisfactory results" on September 5, 1973. After discussions with Adhesive, a proposed contract was prepared including a warranty and a $60,000 bond requirement.

13. The contract was treated as a price agreement relating to the original contract (No. 7792). The contract did not seem to be expressly contingent upon performance being possible during the year 1973 nor was any specific time for performance set forth. Memos by Highway Personnel at the time indicate that the plans were to commence removal of the existing surface on September 25, 1973, if weather was acceptable.

14. The next letter in the file is a request from Adhesive Engineering Company dated October 26, 1973, requesting an extension of the established contract time period to September, 1974. The letter states, "This is to assure good weather conditions for proper application of our concresive epoxie asphalt."

15. A November 23 memo by Scofield indicates that he felt that the contractor had done a good job on cleaning the surface but that it required much more time than anticipated to do this work. The memo reports that the work started on September 25 and was completed on October 20. He recommends that some type of time accommodations be made. A time adjustment was granted to the company on December 26, 1974 in a letter by Scott Coulter. Adhesive was instructed:

1973

"You will be expected to perform the epoxy asphaltic concrete overlay in the 1974 work season when suitable weather permits. After that a new one year warranty period will apply in accordance with the provisions of approved price agreement no. 1."

16. On June 7, 1974, Adhesive requested in a meeting that it be relieved of its obligation to apply the surface since it had removed its asphalt plant to Montreal. This was followed by June 19, 1974, letter in which Adhesive reiterated its position and the reasons for this position.

17. In a July 17 memo to Ed Hardt, Scofield indicated that the price agreement "was contingent upon doing the work while mobilized for the Fremont Bridge Deck paving in the late summer of 1973...in a showdown I doubt if we can hold the contractor....[to the agreement]."

18. Highway memos for June and July, 1974, indicate that it had been hoped by the parties that the scored surface left by the removal of the original paving would provide some skid resistance. Subsequent analysis by the Highway Division indicated that the skid resistance was not at a desirable level.

19. On July 25, 1974, Ed Hardt responded to Adhesive's request with a letter indicating that there were no apparent satisfactory alternatives to proceeding with the Epoxy Asphalt paving and that the skid resistance existing on the road section at present would not be satisfactory in the long run. The letter concluded with a demand for performance under the contract.

20. The last letter in the file is a request from Adhesive "for a few weeks that we might complete our search for alternatives we would offer for your consideration." This letter was dated August 19, 1974, and no further communication has been received.

21. Written notes by Ed Hardt on the October 2, 1974, meeting in Coulter's office with Bob Gaul, President of Adhesive Engineering, indicates that at that time Hardt reiterated his position and Gaul agreed to respond to it.

PR:jk

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 19, 1974

In reply refer to: 1041DA.1

SUBJECT: Oregon Project EHS-I-5-6(75)299
S.W. Corbett Avenue Overcrossing
Anti-Skid Pavement Treatment

FROM : G. L. Green, Division Engineer

NOTED
H. S. COULTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject Experimental Category II Project provided for a nonskid epoxy-sand overlay of the existing PCC pavement with a 12-month establishment and verification period following initial construction. The original contract work began September 29, 1972 and was completed on October 6, 1972. During the following 6-month period the anti-skid treatment failed for various reasons.

Because of this failure and at the contractor's request, a price agreement for an additional lumpsum payment of $15,000 was approved effective September 5, 1973 to replace the original chip seal with a 3/4-inch Concresive R Epoxy Asphalt Concrete overlay to be completed in conjunction with the placement of the Fremont Bridge deck pavement. Between September 25, 1973 and October 19, 1973, the contractor removed the ill-fated chip seal binder from the roadway. Since that time no action has taken place on the project.

Under the terms of the contract the contractor is still responsible for providing an acceptable anti-skid pavement at this location. Please advise this office what steps are being taken to bring this project to an acceptable conclusion.

for G. L. Green

RECEIVED
STATE HWY ENGR
DEC 20 '74
REFER TO
Coulter
FOR

NOTED
A. L. JOHNSON

cy
ABK

1794

STATE COPY

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
1-3		OREGON
PROJECT REPORT NUMBER 7	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Multnomah
MODIFICATION NUMBER 1	(PPM 21-7) 1-2-74	PROJECT NUMBER EHS-I-5-6(75)299

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 8, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 55,000	$ 72,021
Federal Funds	$ 50,748	$ 66,453
Other revisions		

This modification is made for the following reasons:

to add approved price agreements and approved State force orders

NOTED
A. E. JOHNSON

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 2d day of January, 1974.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. F. Smith for G. L. Green
(Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-669

December 26, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Project No. EHS-I-6-6(75)229
S.W. Corbett Ave. U'xing Section

We are forwarding four copies each of a revised project agreement estimate and modification of project agreement for the subject project. Two copies of the modification of project agreement have been signed by a highway official.

DRH:js

Oregon State Highway Division

Federal-Aid Project
No. EHS-I-5-6(75)299

S.W. CORBETT AVE. U'XING SECTION

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, December 26, 1973

Revised Project Agreement Estimate.

Type Code 7221
Anti-Skid Pavement Treatment (Sta. Ln 142+00 to Sta. 156+50)

Anti-Skid Pavement Treatment	6,000 sq.yd.	8.00	$48,000.00
			$48,000.00
Flagging (60% of Contractor's Cost)	All Required	(See SPO #1)	
Concressive R Epoxy Asphaltic Concrete (PA #1)	All Required		15,000.00
Furnish and Place Ceramic Reflectorized Traffic Line Buttons (SPO #2)	All Required		474.00
Temporary Protection and Direction of Traffic (SFO #1)	All Required		2,000.00
			$17,474.00
	Subtotal		$65,474.00
	Engineering		6,547.00
	Total		$72,021.00

Length of Project - - - - - 0.275 mile
Cost of Roadway Per Mile- - $261,894.55

Federal Funds - - - - - - - $66,453.00
State Funds - - - - - - - - 5,568.00
$72,021.00

Group 1 - 100%

Contract No. - 7792

Prefix - 626-1086

7790 STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
9-16		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
4	*(PPM 21-7)*	Multnomah
	9-8-72	PROJECT NO.
		[illegible]-I-5-6(75)299

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Corbett Ave. Interch. (Portland)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-72	0.275
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 55,000	$ 50,748

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. R. Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
Acting (Division Engineer)

G. L. Green

Date executed by Division Engineer SEP 8 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

August 31, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM L. H. Young
Programing Engineer

SUBJECT Project No. EHS-I-5-6(75)299
Corbett Ave. Interch. (Portland) Sec.
Project Agreement

We are forwarding four copies each of a project agreement estimate and project agreement for the subject project. Two copies of the project agreement have been signed by a Highway official.

LH:js

Oregon State Highway Division

Federal Aid
Project No. EHS-I-5-6(75)299

S.W. CORBETT AVE. U'XING SECTION

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, August 31, 1972

Project Agreement Estimate.

Type Code 7221
Anti-Skid Pavement Treatment (Sta. Ln 142+00 to Sta. 156+50)

Anti-Skid Pavement Treatment	6,000 sq.yd.	8.00	$48,000.00
			$48,000.00
Flagging (60% of Contractor's Cost)	All Required		$ 2,000.00
	Subtotal		$50,000.00
	10% Engr. & Cont.		5,000.00
	Total		$55,000.00

Length of Project - - - - - 0.275 mile

Cost of Roadway Per Mile- - $200,000.00

Federal Funds - - - - -

OREGON STATE HIGHWAY DEPARTMENT

RECEIVED
SEP 5 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7792

September 1, 1972

Mr. Roger LeClerc
Materials & Research Engineer
Washington Department of Highways
P. O. Box 167
Olympia, Washington 98501

Re: S.W. Corbett Avenue
Uxing
Contract #7792

Dear Roger:

We presently have under contract a project to apply an anti-skid treatment to a section of I-5 in Portland. This treatment consists of spraying the cleaned pavement with epoxy and then covering the epoxy with an aggregate consisting of calcined baurite. I'm sure you are familiar with the process since the specifications we are using are basically those of the Washington Department of Highways.

After the anti-skid treatment has been applied, the surface is to be tested with a skid tester to determine the skid number. The State of Oregon does not have a skid tester which will meet the ASTM requirements and so I contacted Tom Marshall of your Department who said they would be glad to do this testing for us if it would fit into their schedule.

The anti-skid treatment is to be applied the week of Sept. 18. The Special Provisions state that the treatment shall be tested within two weeks of its application. Therefore, we would like to have our treated area tested the week of September 25, if this will fit into your schedule. We will of course re-imburse the State of Washington for any and all costs incurred in this testing. Mr. Marshall indicated that he felt that the equipment could be brought to Portland, the tests performed and return to Olympia all in one day.

NOTED
E. S. HUNTER

Please advise me as to whether you will be able to do the testing for us. If you desire any additional information or have any questions, please call me.

Yours truly,

GEORGE M. BALDWIN
Administrator of Highways

By

J. E. CHIDSEY, P.E.
Structural Quality Control Engineer

JEC:eb

cc: E. S. Hunter
R. N. Bothman
L. W. Rulien
W. J. Scofield

7792

A BEMIS ASSOCIATE

ADHESIVE ENGINEERING COMPANY

1411 INDUSTRIAL ROAD · SAN CARLOS, CALIFORNIA 94070
PHONE (415) 592-7900 CONTRACTOR NO. 196682 TELEX 34-8459

August 19, 1974

RECEIVED
REGION I
AUG 21 1974
RE RME RGE OE TE UE
SO RSM RSC RBI ENV LOC

Mr. Edward L. Hardt, Regional Engineer
Oregon Department of Transportation
Oregon State Division of Highways
P. O. Box 02157
Portland, Oregon 97202

Dear Mr. Hardt:

Reference: Contract 7792
Corbett Ave. Undercrossing

We have your letter of 25 July, and we consider this issue a very pressing matter. Unfortunately, vacations have cut seriously into our already limited available time for assembling our technical personnel. If possible, we ask your indulgence for a few weeks that we might complete our search for alternatives we could offer for your consideration.

Very truly yours,

ADHESIVE ENGINEERING COMPANY

W. F. Connolly
Executive Vice President

WFC:sln

cc: Scott Coulter
C T Keasey
Willard Scofield
ELY

7792

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 654-7741, Ext. 262

RECEIVED
JUL 25 1974
Office of
Assistant State Highway Engineer

July 25, 1974

Adhesive Engineering Company
1411 Industrial Road
San Carlos, CA 94070

Attention: Mr. W. K. Connolly

We have your June 19 letter addressed to Mr. Willard Scofield regarding Contract No. 7792, which is the S. W. Corbett Avenue Section of I-5, Anti-skid Pavement Treatment Project. Your letter requests that we look into alternatives to proceeding with that contract which currently calls for an epoxy asphalt overlay of the area.

We have looked at alternatives and have found none. We have run skid tests on the pavement and have found that the index number is lower than that which is desirable for safety reasons. We find no measurable difference in skid numbers from the northbound to the southbound lanes in this area which indicates that any improvement that might have been made due to your removal efforts of last fall have subsequently been worn away.

Our need for skid improvement on this section of highway still exists, both with respect to safety and as an experimental project. To date we have a considerable investment in the project with nothing to show for that except the knowledge that the original product did not perform satisfactorily.

NOTED
H.G.COULTER
K

We believe we have a valid contract with your firm for the performance of the work and we are looking to you for compliance. It is suggested that you take immediate steps to accomplish the work during favorable weather conditions.

ORIGINAL SIGNED BY
EDWARD L. HARDT

EDWARD L. HARDT
Regional Engineer

ELH/b
bcc: H. S. Coulter w/att
C. T. Keaney w/att
Willard Scofield

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Aloha, Oregon
July 17, 1974

FROM: C. J. Scofield
Resident Engineer

SUBJECT: S.W. Corbett Ave. U'xing I-5
Epoxy Asphalt Overlay

TO: Ed Hardt
Regional Engineer

RECEIVED
REGION 1
JUL 19 1974
RE RME RCE OE TE UE
SO RSM RSC RBI ENV LOC

The skid tests that were run recently on the subject section of I-5 ranged from 31.5 to 36.5 S.N. I had expected that the grindin; done last fall by the contractor to remove the remnants of the 1972 chip seal "experiment" would improve the skid resistence. It could be that the low S.N. is due to last winter studs and tire chain grinding down the grooving in the wheel tracks.

In a showdown I doubt if we can hold the contractor, Adhesive Engineering Company to the postponed epoxy asphalt overlay under terms of the Price Agreement. The overlay was contingent on doing the work while mobilized for the Fremont Bridge deck paving in the late summer of 1973. I believe it would be best for all concerned to negotiate the best forfeit we can get. Vice President, Bill Connally of Adhesive Engineering Co. in his recent meeting in the Region Office indicated a $10,000 offer.

I have always been apprehensive over the epoxy asphalt overlay on such a high volume traffic section as this with maximum down grade and curvature. Even the contractor's so called experts are not sure what would happen if a truck- trailer sets its brakes on this slow curing mat shortly after laydown. There is too much lack of prior experience and "unknowns" in the epoxy asphalt overlay to continue experimenting on this high risk section.

FORM 81.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 8, 1974

FILE:

FROM: Gordon Beecroft
Research Engineer

SUBJECT: Skid Tests on Corbett Interchange Section of I-5

TO: Ed L. Hardt
Region I Engineer

In response to an inquiry from Willard Scofield, skid measurements were made on the Corbett Interchange section of I-5 on July 2, 1974.

According to established procedure, the tests are conducted by applying a metered amount of water to a dry pavement immediately ahead of the test tire. Six test skids were made in the center (No. 2) lane in each direction on the six lane pavement. Specifically, tests followed the left wheel track of the lane.

Results obtained were:

NORTHBOUND

Test No.	Milepost	Skid Number
1	298.63	31.5
2	298.75	32.0
3	298.84	36.5
4	298.94	35.0
5	299.03	35.0
6	299.17	34.0

RECEIVED
REGION I
JUL 0 9 1974
RE RME RCE OE TE UE
SO RSM RSC RBI ENV LOC

SOUTHBOUND

7	299.15	36.0
8	299.02	35.5
9	298.90	36.0
10	298.75	34.0
11	298.65	35.5
12	298.51	36.5
	Average	34.8

The tests were conducted at a speed of 40 mph and in accordance with ASTM Test E 274-70. Temperature at time of test was 58F.

These values are lower than desirable and probably reflect a polished aggregate condition in the concrete. Although there is no clear line between satisfactory and unsatisfactory, wet weather accidents seem to increase at a more rapid rate

as skid numbers drop below about 37. This does not mean that textures having skid numbers less than 37 are hazardous, but higher values are preferable to assure safety.

If other information is needed, please contact us.

GB:lj
cc: R. L. Schroeder
H. S. Coulter

A BEMIS ASSOCIATE

ADHESIVE ENGINEERING COMPANY
1411 INDUSTRIAL ROAD - SAN CARLOS, CALIFORNIA 94070
PHONE (415) 592-7900 CONTRACTOR NO. 196682 TELEX 34-8459

June 19, 1974

RECEIVED
REGION I
JUL 12 1974
RE RME RCE OE TE UE
SO RSM RSC RBI ENV LOC

Mr. Willard J. Scofield
Resident Engineer
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

Dear Willard:

On Monday 10 June, 1974, a meeting was held in the office of Mr. Don Adams at my request. It was attended also by Mr. Hardt and yourself plus the writer. I requested this meeting to apprise all concerned of the current status of OSHD Contract 7792, and the Price Agreement addendum thereto, and to explore any alternatives which might be considered to conclude the matter.

The Price Agreement added to Contract 7792 evolved from the initial proposal I made to you dated 30 May, 1973, and I should like to point out that two similar installations by others elsewhere would seem to bear out the contentions I advanced in that letter as reasons for the apparent inability of the membrane concept to withstand winter conditions. Where the difference lies, if any, is in the fact that our firm made an honest and sincere effort to provide an alternative which is calculated to advance the solution of the problem rather than salvage an inadequate protective concept.

At the time I proposed to provide and place the alternative overlay, certain specific conditions prevailed:

A. We would be fully mobilized in Portland to pave the Fremont Street Bridge, and we could rely on no significant additional expense to produce and place the relatively small tonnage involved. Just materials and paving time.

B. In our view we would merely clean up the area to be paved and proceed.

In the course of proceeding with the work, we were required to completely remove the membrane by directive. Several alternative methods were tried. We finally had to resort to cutting the entire surface to effect removal at a very significant cost (approximately $20,000). By the time this work was completed, the weather had turned from marginal to prohibitive for the season which made it impossible to proceed with the overlay, "in conjunction with our placement of the Fremont Street Bridge pavement."

Scheduled contract committments required that we move out of the Portland area. Our equipment is now located in Eastern Canada, where it is scheduled for much, if not all of the current paving season.

It was with these facts in mind that I requested the 10 June meeting to discuss the situation and seek to explore alternatives consistent with the current situation. Two of the alternatives we talked about were:

1. It was mentioned that OSHD might undertake to determine the present skid resistance of the area in question. Certainly the scarification we were forced to do has altered the surface, probably consistent with that of adjacent areas which have been similarly worked on.

2. While the cost of mobilizing our forces would be very considerable just for the small area involved, the cost of this would be greatly mitigated if additional areas adjacent or in that vicinity were added to the scope of work.

Possibly there are other alternatives which could be examined. In summary, I should like to emphasize our sincerity and desire to cooperate with OSHD--not just in the resolution of this experiment, but also in our on-going relations with the Deparment.

Very truly yours,

ADHESIVE ENGINEERING COMPANY

W. F. Connolly
Executive Vice President

WFC:sln

egion 7792

FORM E-10X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE June 20, I974

TO Memo to the File

FROM Willard J. Scofield

RECEIVED
REGION I
JUN 25 1974
RE PME RCE OE TE UE
SO RSC RBI ENV LOC

SUBJECT Conference, Contract 7792 Corbett Ave. crossing Anti-skid treatment.

Friday June 7, I974, Mr Bill Connelly V.P. of Adhesive Engineer Company, contractor for the subject, anti-skid experimental project on I-5, called me requesting a meeting with the Regional Engineer and myself to discuss the I973 postponed Epoxy-asphalt overlay.

At the meeting Connelly stated that he would like to be relieved of the overlay job. According to him, the Fremont Bridge decks will only require a small tonnage of patching and could be done by "Hand" mixing methods. To mobilize the personnell, plant, etc., required for the epoxy-asphalt overlay would cost approx. $50,000, where as the Price Agreement only calls for a $I5,000 additional payment. Connelly also said the Company would consider a $I0,000 cash forfeit to get out of the overlay obligation.

The original Company offer to do the epoxy-asphalt overlay in lieu of replacement of the I972 Chip-seal for an additional $I5,000 was contingent on paving while mobilized in the Portland area. The Fremont Bridge was not ready for deck paving until Sept.-Oct. of I973, and when completed the weather was not acceptable for the Corbett Ave. overlay.

No committment was made by Hardy, Adams, or myself. However, we considered that the grinding and grooving done in I973, to remove the Chip-seal treatment may have improved the pavement skid resistance. If so-then this may be some justification for accepting the section "as is." Pursuant to this, I called Jenkins and Beecroff of the Central Lab. to set up skid testing of the section.

7792

December 26, 1973

Mr. J. E. Curtis
Manager of Operations
Adhesive Engineering Company
1411 Industrial Road
San Carlos, CA 94070

Dear Mr. Curtis:

Time Extension, Contract No. 7792
S.W. Corbett Avenue Undercrossing
Pacific Highway, Multnomah County

Your request for a 300-day time extension for work on the subject contract has been considered. After reviewing the contract time count and specifications, we have concluded that a formal time extension is not necessary. The remaining work is to fulfill your warranty obligations and is not part of the original construction to which the thirty calendar day performance requirement applied. The original work completion date is considered to be October 6, 1972. After allowing for a four-day time extension already granted, there are five days liquidated damages remaining in effect at $50 per day. There are no liquidated damages on your warranty obligation.

You will be expected to perform the epoxy asphaltic concrete overlay in the 1974 work season when suitable weather permits. After that, a new one-year warranty period will apply in accordance with the provisions of approved Price Agreement No. 1.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Kelsey
L. W. Klien
L. H. Young

7792

Region 1 - Milwaukie

DATE: November 28, 1973

Mr. C. T. Keasey
Construction Engineer

FROM:

D. R. Adams
Regional Construction Engineer

SUBJECT: Extension of Time

SW Corbett Avenue-U'xing Section
(Anti-skid Treatment)
Contract No. 7792

The attached Contractors Request for Increased Number of Work days dated November 1, 1973, requests an increase of 300 days for the subject contract.

This contract was originally let in August, 1972, with a 30 calendar day work day count provided. The contractor completed the application of the anti-skid treatment and a warranty period began. During the warranty period the anti-skid surface treatment failed and we called upon the contractor to fulfill the warranty.

Due to a period of delays, a new proposal by the contractor, and the recent strike, work was not begun on the removal and reinstallation surface treatment until September 25, 1973. The chip seal was extremely difficult to remove and the complete removal was not accomplished until October 20. By this time it was too late in the season to risk overlay under the traffic conditions and weather conditions that persisted on this section.

Due to these delays, the contractor is now requesting an "Extension" so that he can install the epoxy asphalt overlay during more favorable weather conditions. A request for an "Extension" under these circumstances is rather unusual because in effect, the contractor is requesting an extension of the warranty period. The attached "Request" does act to document the contractors request for an extension of the contract. I think we should give him this opportunity to make good on his epoxy overlay pavement treatment.

DRA/b
att
cc: W. J. Scofield

7792

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE November 23, 1973

TO L. W. RULIEN
Regional Engineer

FROM W. J. SCOFIELD
Resident Engineer

SUBJECT EXTENSION OF TIME
SW Corbett Ave. U'xing Section
(Anti-skid Treatment)
Contract No. 7792

Attached hereto is a "Request" form for an increase in workdays to complete the subject project.

The contractor, Adhesive Engineering Company, is requesting a 300 day time extension. However, under the circumstances, I do not believe this type of time extension is appropriate. The request should be for an extension of the one year establishment period, which terminated on October 6, 1973. I have indicated on a Xerox copy my recommendation of a one year extension of the establishment period to October 6, 1974. This will give ample time and assure maximum period of good weather to complete the remaining work, which consists of an epoxy asphalt overlay of the existing pavement.

As you know, this contractor ran out of weather acceptable to lay the epoxy asphalt overlay. The removal by grinding of the 1972 applied chipseal treatment required much more time than anticipated. It started on September 25 and was completed on October 20, too late in the season to risk an overlay under the traffic conditions of this section.

I feel the company did a very thorough grinding and preparation of the pavement surface and all that will be required on the future overlay will be a sweeping and detergent flushing.

WJS/pw
Attachment

☐ RE ☐ RME ☐ RE ☐ OE ☐ TE
NOV 26 1973
REGION 1
☐ UE ☐ RSM ☐ RSC ☐ SO ☐ RBI

7792

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 654-7741, Ext. 262

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

October 29, 1973

Adhesive Engineering Co.
1411 Industrial Road
San Carlos, CA 94070

ATTENTION MR. KENNETH WOLFE
Project Manager

SW CORBETT AVE. U'XING SECTION
Contract No. 7792

Gentlemen

Your letter of October 26, 1973 requesting a time extension to do the above captioned epoxy-asphalt overlay project under more favorable weather conditions was received today.

I am enclosing the appropriate forms for you to use in making the time extension request. The form should indicate a request for extension of the Establishment Period as set forth in the Special Provisions for Contract 7792 in order to do the concrete-sive epoxy asphalt overlay, as called for in Price Agreement No. 1.

Since you departed for "sunny California", the weather here has been typical Oregon, fog, drizzle and occasional sun - with no day acceptable for an overlay.

Very truly yours

W. J. Scofield
Resident Engineer

WJS/pw
Enclosure
bc L. W. Rulien

☐ RE ☐ RME ☐ RCE ☐ OE ☐ TE
OCT 29 1973
REGION 1
☐ UE ☐ RSM ☐ RSC ☐ SO ☐ RBI

E-123

A BEMIS ASSOCIATE

ADHESIVE ENGINEERING COMPANY
1411 INDUSTRIAL ROAD SAN CARLOS, CALIFORNIA 94070
PHONE (415) 592-7900 TELEX 34-8459

October 26, 1973

Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

Attention: W. J. Scofield

Reference: S. W. Corbett Ave. Undercrossing

Gentlemen:

Adhesive Engineering Company is hereby requesting an extension of the established contract time period to September, 1974.

This is to assure good weather conditions for proper application of our Concresive Epoxy Asphalt.

Very truly yours,

ADHESIVE ENGINEERING COMPANY

Kenneth W. Wolfe

Kenneth W. Wolfe
Project Manager

KWW:mjf

7792 "SUPPLEMENTAL REPORT"

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.W. Corbett - U'xing		WEEK ENDING: October 27, 1973
		SECTION PREFIX: 626 - 1086
HIGHWAY: I - 5		COUNTY: Multnomah
NAME OF JOB: S.W. Corbett Ave. - U'xing	KIND OF WORK: Asphalt Epoxy Overlay	
CONTRACTOR: Adhesive Engineering	CONTRACT NUMBER: 7792	FEDERAL AID PROJECT NUMBER: EHS I-5 6(75) 299
DATE OF CONTRACT	DATE WORK STARTED	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: - SUPERVISION: -	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 72,250	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 67,250	ENGINEERING AUTHORIZATION $ 5,000	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 67,250	ENGINEERING COST TO DATE $ 6,100	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION 122 %	DATE PROJECT WAS COMPLETED: Anti-skid October 6, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	Chip Seal SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	Epoxy Asphalt PAVING
MILES IN PROJECT				0.3			0.3
MILES PARTIALLY COMPLETED							
MILES COMPLETED				0.3			
TOTAL ESTIMATED QUANTITIES (CONTRACT)				6,000 SY			5,852 SY
TOTAL QUANTITIES CORRECTED TO DATE				5,852 SY			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				5,852 SY			
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers			
MONDAY	"			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	Overcast			
SATURDAY				

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity due to inclement weather
MONDAY	"
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The overlay paving scheduled for last Sunday was called off due to inclement weather. It was planned this week to complete about 2 days work of final cleaning and spot removal of old chip seal binder and if weather suitable to pave one lane on Thursday and the final 2 lanes on the next 2 to 3 days.
On Tuesday the local contractor representative after consultation with Company people at the home base in California asked to postpone the overlay until next summer. The overriding consideration for the postponement was the refusal of Cascade Construction to tie up their A.C. plant for any day except Sunday. This due to their commitments and fuel shortage. There is also a very serious question of what would happen to this slow curing overlay under heavy traffic if laid down in prevailing weather.
The contractor will write a letter requesting an extension of time.

SIGNED _____ LOCATION _____

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7792

October 4, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. EHS-I-5-6(75)299

SUBJECT Request Change Order Approval

Contract 7792, State Force Order No. 2

Project S. W. Corbett Ave. U'xing

Highway Pacific

County Multnomah

This order covers the cost of replacing ceramic reflectorized traffic line buttons in the northbound lanes from station 142+00 to 156+50. These buttons must be removed by the contractor before preparing the pavement for an epoxy-asphalt overlay. At a preconstruction conference it was agreed that the contractor should remove the buttons and the State replace them at the completion of the contractor's work. Due to the small amount of work involved, it is considered in the public interest to have State Forces do this work.

Copies of the Engineer's letter of explanation are attached.

The estimated cost of this work is $474.00 with Federal participation in the amount of $426.60.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer October 1, 1973.

Your approval as of October 1, 1973 is requested.

Attach:

BMW:js

7792

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE September 24, 1973

TO L. W. RULIEN
Regional Engineer

FROM W. J. SCOFIELD
Resident Engineer

REGION 1 — RE ☐ RME ☐ RCE ☐ OE ☐ — SEP 25 1973 — TE ☐ UE ☐ DES ☐ SEC ☐

SUBJECT PA #1 - EPOXY-ASPHALT OVERLAY
Corbett Avenue Undercrossing Sec.

Herewith PA #1, and accompanying specifications, for a 3/4" thickness epoxy-asphalt overlay of the subject section of I-5. The PA is the end result of meetings, correspondence, etc., with contractor, Adhesive Engineering Company to provide a remedial treatment of the 1972 chipseal anti-skid project that failed to outlast the one year establishment period. The PA provides for a $15,000 lump sum payment to the contractor for the epoxy-asphalt overlay. This price has been justified and has FHWA approval.

The specifications were considered by contractor people and some technical items were lined out. These minor changes appear reasonable.

No work has started, however, tentative plans are to do the pavement preparation this week to be ready to pave on Sunday, September 30, if the weather is acceptable.

WJS/pw
Attachment

7772

FORM E-10

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE September 18, 1973

TO MEMO TO FILE

FROM W. J. SCOFIELD
Resident Engineer

Sent to Walt Hart 9/20
(To keep you up to date)
Larry

REGION 1				
	RE	RME	RCE	OE
	SEP 19 1973			
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SUBJECT EPOXY-ASPHALT OVERLAY SPEC.
Corbett Ave. U'xing Sec. (I-5)

On Monday afternoon, September 17, 1973, I conferred with Clarence Swenson and O. B. Jackmond in Salem for the purpose of preparing specifications for attachment to a Price Agreement for an epoxy-asphalt overlay of the subject section. We agreed on the following listed provisions, but final determination will await a meeting with contractor representatives in Regional Office.

1. Dimensions to be the same as chipseal project, except thickness of overlay to be minimum 3/4".

2. Traffic control to be by State forces with no closure during peak hours (9-10AM) - two lanes of traffic must be kept open.

3. Warranty period to be one year, $60,000 bond, and "major failure" replacement to be considered to be minimum total of 100#.

4. Surface preparation - use chipseal spec. with modifications -

   a. Remove all remnants of chipseal.
   b. Wash surface with mild detergent to remove all oil film.
   c. Contractor to remove traffic buttons - State to relay.

5. Spec. to emphasize "end result" such as 200# p.s.i. adherence, surface smoothness, 45 SN average.

6. The pertinent spec. of Fremont Bridge mix and lay-down to be used, but Wilson of Lab. will suggest modified mix design for subject overlay.

A meeting in the Regional Office with John Curtis, Ken Wolfe, of Adhesive Engineering Company and Don Haller and I, Tuesday, September 18, discussed the above spec. and work program for the overlay. Curtis did not indicate any disagreement with the spec. to be imposed, but did state that "higher" authority would have to be consulted for final company approval. I informed Curtis of the adherence test results on the core samples which proved that a detergent wash is necessary to achieve a 200# p.s.i. bond in the "exhaust" areas and also the failure of any bond of the overlay to the chipseal as evidence by Core #5. We all agreed that it is imperative to remove all of the chipseal remnant and detergent wash the pavement prior to the overlay spread. Our concern was over the hazard of 5 per cent downgrade truck traffic when applying brakes on an unbonded 3/4" thickness wearing surface.

Don Haller suggested tight blading with an extra hardened bit to remove the chipseal. Curtis agreed to this with statement that any remaining after blading would be removed by sand blasting.

The cleaning and preparation ~~will be done~~. May be done during Monday through Saturday with no lane closure during peak morning traffic. Haller stated that some State assistance will be provided in the preparation.

Curtis stated that paving was intended for Sundays due to committment to Cascade Construction Company for use of their AC plant. He needs two lanes to operate. We could still keep two lanes open to traffic by using the 10 foot shoulder as a lane. The problem of drying the pavement prior to the tack shot will be done by a heater if necessary.

Curtis stated that they have been opening the overlay to traffic in a few hours after compaction or when the surface has cooled. He said they could identify mix that should be discarded by appearance and temperture and follow a rigid time limit of plant to lay down. This is a matter that I feel is critical and must be adhered to.

After the meeting breakup, Curtis told me that he was returning to San Carlos, California, but that Vice President, Connelly, would probably fly to Portland on Thursday, September 20, to consider the terms of the PA and Spec.

I later called Swenson of Spec. Division to inform him of Regional and tentative contractor agreement to the 6 spec. aforementioned. He said he would have spec. completed and ready for pickup tomorrow afternoon.

WJS/pw

7792

FORM [illegible] (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project EHS-I-5-6(75)299
S. W. Corbett Avenue Undercrossing
Anti-skid Pavement Treatment

DATE: September 5, 1973

In reply refer to: 10-35-A1

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The cost justification data submitted with Mr. Hunter's August 30 letter adequately supports the additional cost of $15,000 for changing from the original chip seal to the proposed Concresive R Epoxy Asphalt Pavement overlay on the subject project. The proposed work program to evaluate the effectiveness, durability, and integrity of the pavement overlay is also considered acceptable.

Favorable consideration will therefore be given to a price agreement covering this proposed change which includes adequate specification requirements to insure satisfactory results.

for G. L. Green

9-8-73
Walt Hart
Notify Lds. Handle.
and coordinate the work w/ the bridge deck surfacing. contractor, region

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orig'l 9-7-73

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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

9-12-73
Copies to Veatch
Rulien

9-10-73
original to Walt Hart

7792

August 30, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

#7792

Dear Mr. Green:

Oregon Project EHS-I-5-6(75)299
S.W. Corbett Avenue Undercrossing
Anti-Skid Pavement Treatment
Your Ref.: 10-35-A1

In reply to your letter of August 22, 1973, in which you requested submission of a work program and further justification of the additional cost for the subject project, the following is forwarded for your consideration.

Previous to the original overlay and again recently, skid numbers were obtained on the subject pavement section. As part of the work program to evaluate the skid resistance improvement and its continuing effectiveness, additional tests will be conducted immediately upon completion of the Concresive R Epoxy Asphalt Pavement overlay, at six months and one year.

To evaluate the wear and durability of the overlay visual inspections are planned at the six months and one year intervals. Straight edge measurements to check pavement wear will be taken when they are warranted.

Adhesion and cohesion information will be obtained at the time of the visual inspections. Where more exacting data appears necessary drill cores will be taken to confirm observed conditions.

To evaluate the durability and integrity of the pavement overlay in relationship to the changing weather, traffic conditions, freeze/thaw cycles and tire stud use, additional inspections are planned during the year following completion of the work.

No innovative or unusual construction procedures or processes are included in the project as traffic and working conditions are the controlling factors in the construction of the overlay.

The attached cost justification has been discussed with Mr. Bryant and it has his tentative approval.

Since this project is to be coordinated with placement of the Fremont Bridge deck, we would appreciate your immediate approval in order that we may notify the contractor.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment

JHV:jh/ESH:jf

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
John Jenkins
L. W. Rulien
C. T. Keasey
D. H. Moehring

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE August 28, 1973

TO HAL VERSTEEG
Road Design Engineer

FROM L. W. RULYEN
Regional Engineer

SUBJECT Anti-skid Pavement Treatment
SW Corbett Avenue Undercrossing
Contract 7792

I have had discussion this date with Wally Bryant, Area Engineer for the FHWA, relative to apparent misunderstandings of costs for the proposed placement of an epoxy overlay as the corrective treatment to the chip seal which has failed on the subject contract. The following will summarize what has been our approach to cost justification and our reasoning:

(1) We are concerned about the skid resistant qualities of our surfaces and are interested in finding out what type of a system will prove satisfactory in upgrading the skid resistant qualities on our pavements.

(2) We recognize the Baldock Freeway and in particular the Corbett Avenue area as a section of highway with an accident experience record that is a cause of concern.

(3) We are particularly interested in ending up with a surface at this particular location that will prove satisfactory.

(4) We have demonstrated to our own satisfaction that the chip seal is not the answer at this particular location.

(5) We are hopeful that an epoxy overlay may prove to be a tool and an answer at this particular location.

(6) We believe that if we can end up with an epoxy overlay at a total cost that can be justified as a result of this contract, that we will have learned much and that we will have maybe solved what has been a difficult problem.

(7) We are able from other jobs in the area, namely, an epoxy overlay of the Sellwood Bridge, and an epoxy overlay of the Ross Island Bridge, to support a total price of $10.50 per sq. yd. for a completed epoxy overlay. Since there are 6,000 sq. yds. on this particular project, a total price of $63,000 is supportable.

(8) As mentioned above, we have already learned something of chip seals from our work to date and the contractor will give us full credit of all costs to date which can in turn then be applied to the cost of the epoxy overlay, namely $48,000.

(9) The additional costs, therefore, to this project would be the difference between $63,000 (which is a valid and supportable cost for an epoxy overlay) and $48,000 (which is the cost that we have invested in the abortive chip seal), or $15,000.

The above appears to us to be a logical and straightforward approach to this problem. The project is conceived to both improve the operation on the section of highway and for us to study out and learn about corrective measures for surface conditions. The total cost of the effort here can be justified and we will have had the advantage of learning something about two types of surface corrections.

We need an early go-ahead since decent weather is essential and our contractor intends to be in the area about the middle of September.

LWR/cr
cc W. J. Scofield

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project EHS-I-5-6(75)299
S. W. Corbett Avenue Undercrossing
Anti-skid Pavement Treatment

DATE: August 22, 1973

In reply refer to: 10-35-A1

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hunter's August 17, 1973 letter again requested FHWA concurrence in a proposal to repair the Chip Seal system on the subject project with a 3/4-inch deep Concresive R Epoxy Asphalt Pavement overlay. The specific information requested in our July 27, 1973 memorandum regarding the processes to be used in preparing the existing surface and information on experience with the proposed system on the two bridges in Portland has been reviewed and found acceptable. However, the additional cost of $15,000 was not fully supported nor was the required work program submitted.

The supporting information indicates that the actual cost of the proposed corrective treatment is approximately $5.50/sq. yd. or $33,000 plus an additional $5/CY or $30,000 for mobilization. Apparently the additional cost is to cover the contractor's mobilization expenses. However, since the contractor is obligated under the terms of the contract to repair the original Chip Seal system at no additional cost and because he has stipulated that the work be done concurrently with the Fremont Bridge project, payment of an additional $15,000 for mobilization appears inappropriate.

Favorable consideration will be given to a work order covering the proposed change subject to submission of an acceptable work program and provided the additional cost can be satisfactorily supported.

8-24-73
Verstieg
Klaboe R/D
w/support.
A Bulow

Howard W. Green
for G. L. Green

1 Verstieg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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ASSISTANT STATE HIGHWAY ENGINEER

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FOR
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Chief

7792

August 17, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

#7792

Dear Mr. Green:

S.W. Corbett Avenue Undercrossing
Anti-Skid Pavement Treatment
Oregon Project EHS-I-5-6(75)299
Your Ref.: 10-35.4/430.2

In your letter of July 23, 1973, you requested additional information on the proposed application of Concresive Epoxy Asphalt on the northbound lanes of I-5 near the Corbett Avenue structure. Attached is a copy of Mr. Rulien's report covering the cost justification, wear characteristics, skid resistance and specification for the surface preparation of the proposed overlay. This report should provide the information you requested.

Adhesive Engineering, contractors on this project, is planning to start on the Fremont Bridge project in early September. We would appreciate an early approval of the proposed epoxy overlay to permit the contractor to schedule this work with the Fremont project.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment
JHV:jh jf

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
John Jenkins
L. W. Rulien
C. T. Keasey
D. H. Moehring

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: August 13, 1973

To: Mr. Hal Versteeg
Road Design Engineer

FROM: L. W. Rulien
Regional Engineer

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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AUG 13 1973
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SUBJECT: Skid Resistance Treatment
SW Corbett Avenue Undercrossing
Contract No. 7792

In a letter to Mr. Klaboe, Mr. Green of the Federal Highway Administration, on July 27, 1973, raised certain questions relative to our proposed application of Concresive Epoxy Asphalt on the northbound lanes of I-5 near the Corbett Avenue structure. Attached you will find a copy of a letter from me to Mr. Hunter, dated July 3, 1973, containing the skid numbers for both the the Ross Island and Sellwood bridges which have been given this epoxy overlay treatment.

Also attached is a letter from me to Mr. Hunter dated July 12, 1973, with attachments, that supports the contractors quoted price of $63,000 for doing the work. We really have no better way of breaking down the price, except to compare what was actually done for Multnomah County on the Ross Island bridge and what is actually to be done on the Fremont Bridge.

I also attach a proposal for the specifications that govern the surface preparation. Mr. Scofield has discussed the matter with Adhesive Engineering and they indicate that a tack coat precedes the overlay placement and that the tack coat itself is an epoxy and that they have had, in the past, no problem with bond. However, we will cut some cores in the grimiest areas and they will, in their lab, make an application of the tack and check it for bond. If bond is lacking, we will call for the grimiest areas to be cleaned with a detergent prior to application. This will, of course, take a little time to determine.

It is hoped that this information is sufficient for you to answer the Federal Highway Administration.

LWR/bd
att
cc: W. J. Scofield

SP*53475-734

FORM E-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE August 13, 1973

TO L. W. RULIEN
Regional Engineer

FROM W. J. SCOFIELD
Resident Engineer

SUBJECT Pavement Cleaning Specifications
Corbett Avenue U'xing - Anti-skid
Treatment

The below enumerated specifications concerning pavement preparation should be included in the requirements for an epoxy-asphalt overlay of the subject section.

1. The remaining chip seal surfacing shall be bladed, scraped or wire broomed to assure that all loosened or poorly bonded material is removed from the concrete pavement.

2. Prior to placement of the tack coat, the pavement surface shall be swept clean of dirt or any loose material by using a stiff hand broom or a rotary type sweeping machine. The exhaust stained or oil appearing areas shall be removed by washing with a detergent solution, followed by flushing with water.

3. Core samples taken of the completed overlay shall show adherence of the overlay to the concrete pavement of a minimum of 200 psi. Values of 90 to 200 psi will be considered acceptable if the speciman failure is in the concrete portion of the core. (See Spec. page 16 of Contract 7792)

Other suggested specifications were included in my letter to you dated June 11, 1973, but are briefly repeated - (a) Tack coat should be 0.10 gal./sy. and paid for by area rather than weight. (b) Leveling course to level out wheel troughs prior to the overlay. (c) Skid tests run three weeks (?) after lay down should obtain a minimum average of 45 SN with no test under 40 SN.

The requirements of the above three specifications on pavement preparation were relayed by phone to Mr. W. E. Connelly of the Adhesive

Engineering Company. He did, however, request that cores of the exhaust coated areas be sent to their lab in order to run adherence tests with a lab mix of the epoxy-asphalt material. If tests indicate that the adherence provisions of Item 3 can be met, Connelly proposed deletion of the detergent cleaning requirements.

WJS/pw

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

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DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 27, 1973

In reply refer to: 10-35.4/430.2

SUBJECT: Oregon Project EHS-I-5-6(75)299
S. W. Corbett Avenue Undercrossing
Anti-skid Pavement Treatment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hunter's July 23, 1973 letter requested FHWA concurrence in a proposal to permit Adhesive Engineering Company to fulfill their contractural obligations on the subject experimental project by construction of a 3/4-inch deep Concresive R Epoxy Asphalt Pavement overlay rather than repairing the original Chip Seal system which, for various reasons, failed. The indication is that the contractor would be willing to construct such an overlay for an additional $15,000, which is the difference between the original contract amount of $48,000 and the estimated cost to construct the proposed 3/4-inch overlay.

It is agreed that the desirability of providing an improved skid-resistent surface in this area remains and that every effort should be made to obtain a pavement wearing surface which will both resist the wear of studded tires and still retain a relatively high skid number. We will give favorable consideration to your request subject to more specific information on the processes to be used to prepare the existing surface to assure high probability of adequate bond to the existing pavement.

It would also be appreciated if you would furnish available information on the experience with the Concresive R Epoxy Asphalt Pavement on the two bridges in Portland including current skid numbers and wear characteristics. Experience elsewhere on which you may have information would also be appreciated.

Before final agreements are confirmed you should submit an estimate to support the additional $15,000 cost and a work program as required for "Experimental Category II Projects."

G. L. Green

RECEIVED
AUG 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Vorster
A. Olsen
Terpin
Scott
Swanson
R. Olsen
Trout

ROAD DESIGN SECTION

8-2-73 Sent copy of this & Eulen requesting this info. Don Trout

7792

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 654-7741, Ext. 262

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

August 16, 1973

Adhesive Engineering Company
1411 Industrial Road
San Carlos, CA 94070

Attention Mr. W. F. Connelly

Concrete Cores
Corbett Avenue U'xing
Anti-skid Treatment

Gentlemen

Pursuant to our telephone discussion August 13, 1973, I am shipping four cores taken from the subject section. Three of these cores were cut from the exhaust-stained area and one core has what appears to be firmly bonded binder material from the chipseal treatment. The cores are numbered and stationed for reference purposes.

The specifications applicable to the remedial plant mix will be soon forthcoming from the Salem office. I believe they will call for detergent cleaning of "exhaust" areas, if your adherence tests on the cores indicate 200# psi+ bond strength as set forth on page 16 of the Special Provisions for Contract 7792, then I presume the detergent cleaning would not be required.

I feel I should also warn you that the removal of the unbonded chip-seal material may be more of a problem than you anticipate. I have noted that some of this material appears to be tight but can be picked loose after some considerable effort with a knife point.

Very truly yours

W. J. Scofield
Resident Engineer

WJS/pw
bc L. W. Rulien

REGION 1 ☐ BE ☒ RME ☐ RCE ☐ OE
AUG 17 1973
☐ TE ☐ UE ☒ DES ☐ SEC

8-123

7792

July 23, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

S. W. Corbett Avenue Undercrossing
Pacific Highway
Anti-Skid Pavement Treatment
Contract No. 7792

An experimental contract to improve the skid resistance on the S.W. Corbett Avenue Section of the I-5 Freeway was let to Adhesive Engineering Company in August, 1972.

The anti-skid surfacing consisted of a two component asphalt epoxy binder with a cover of 1/4"-0 very hard anti-polish calcined bauxite aggregate. The materials did meet specifications although we now realize that the aggregates were too brittle to withstand the impact of the studded tires currently in use. The construction of this 6,000 square yards of anti-skid treatment was completed October 6, 1972.

The principal equipment used was a binder distributor and an aggregate spreader. To avoid peak hour traffic, lane closures were not permitted until after 9:00 A.M. The contractor's personnel then hand swept the area, calibrated the distributor and checked out the equipment. This was completed about noon and by this time the sun had dried the pavement surface sufficiently to permit the application of the epoxy mixture.

Binder and aggregate spread started about 1:00 to 2:00 P.M. The 1,400 foot lane to be treated should have been completed in about 30 minutes but there were often time delays caused by the breaking down of the spreading equipment. Curing required up to four hours after which time excess aggregate was removed and the lane restored to traffic around 7:00 P.M.

Skid tests taken three weeks after the completion of the treatment averaged 74 SN, well above the 65 SN specified. There were no bare spots or mat deterioration observed at that time. Skid tests taken on the remaining anti-skid pavement treatment on June 25, 1973 averaged 32 SN. This SN value is only slightly higher than the untreated portland concrete pavement.

On December 21, 1972 an inspection was made of this project and at that time some 10 percent of the anti-skid treatment had been lost from the roadway surface. The material failed due to a loss of adhesion between the epoxy binder and the roadway surface. An examination of the remaining skid treatment indicated that additional material had also come loose and was staying in place due to cohesion with adjacent materials.

A May 8, 1973 inspection revealed that the largest portions of the anti-skid treatment had substantially failed and consisted of strips or patches of coating one to several square feet in area mixed with bare strips or patches of about the same or larger size. In those portions remaining, the coating appeared to be very poorly bonded. In the wheel tracks most of the aggregate was missing. This loss appeared to be due to both breakage and wear of the aggregate and to the disbonding of the aggregate from the epoxy.

The epoxy anti-skid pavement treatment has failed since it is estimated that there has been a 70 percent loss of surface treatment. Prime factors in the loss appear to be the thin application, the hardness and brittleness of the special aggregates and the high impacts transmitted to the bonding area between the epoxy and the concrete by the very heavy traffic volumes and the heavy exposure to tire studs and chains. There were construction problems of retained moisture on the PCC and with the aggregate application but these are not considered critical factors in the failure of the surface treatment.

We feel that the epoxy anti-skid treatment has been given a fair trial. This pavement treatment is unsuitable for use under the conditions of high traffic volumes and the use of tire studs. The June 1973 SN value of 32 on the residual material indicates a nearly complete loss of skid resistance. We are convinced that a repetition of the procedures specified in this contract would be equally unsuccessful and uneconomical and that an alternate procedure is necessary.

Adhesive Engineering Company, to fulfill their contractural obligation, is recommending the placement of a 3/4-inch overlay of Concresive R Epoxy Asphalt Pavement. It is estimated that an epoxy overlay on this section of Interstate 5 would cost $63,000. Based on a $48,000 credit from Adhesive Engineering for the chip seal failure, the cost of this recommended epoxy overlay would be an additional $15,000.

The suggested overlay treatment has been used on the Ross Island and Sellwood Bridges in the Portland Area. Both structures carry high volumes of traffic and it is reported that the surface treatment is performing satisfactorily. In addition this material has been approved for use on the Fremont Bridge.

The problem of providing improved skid resistance in this hazardous area still remains. We believe the proposed treatment will give several years of satisfactory service and that the safety and interest of the motoring public will be enhanced.

This matter has been discussed with Mr. Bryant and Mr. Valach and they have indicated general concurrence with these recommendations. They have indicated a concern that every effort be made to obtain the highest quality final product possible for this area.

If you concur in this proposal, a change order will be prepared to permit the placing of the 3/4-inch overlay of Concresive R Epoxy Asphalt Pavement on this project. We are requesting Federal Highway Administration participation in the additional $15,000 above the present contract amount. This estimated cost may vary somewhat in final analysis.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

JHV:jh jf
bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
D. H. Moehring
C. T. Keasey
J. E. Chidsey
John C. Jenkins
L. W. Rulien

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE July 12, 1973

TO L. W. RULIEN
Regional Engineer

FROM W. J. SCOFIELD
Resident Engineer

Senator Hal Hostetter
for governor

REGION 1 — RE ☐ RME ☑ RCE ☐ OE ☐ — JUL 13 1973 — TE ☐ UE ☐ DES ☐ SEC ☐

SUBJECT Anti-skid Pavement Treatment
Corbett Ave. Undercrossing Sec.
Contract No. 7792

The following report concerns the "as constructed" aspects of the subject project such as adherence to specifications, effects of weather, equipment malfunction, etc. had any bearing on the almost complete failure of the project.

There seems to be no question that studded tire use during winter months accelerated the erosion of the surfacing and loss of skid resistance.

MATERIALS

The anti-skid surfacing consisted in a two component asphalt - epoxy binder and a cover of $\frac{1}{4}$"-0, very hard, anti-polish calcined bauxite aggregate. The materials met specifications; however, the aggregates are questionable. It is now known that they are brittle and hence very impractical under stud impact.

EQUIPMENT USED

The principal equipment used consisted of a binder distributor and an aggregate spreader, both essentially "as specified". As far as I could observe, the distributor functioned properly, but the aggregate spreader was quite another matter. It had a motor driven augur conveyor system that never did operate during the five days of this project.

Apparently the augur conveyor operation had not been used on any other project. The system broke down, generally in less than 50 feet of initial spread. Then there would be a frantic effort to repair the breakdown in approximately 20 minutes before the binder stiffened. In each run the spreader hopper had to be hand fed by manually dumping of 100 lb. bags of aggregate. The binder was intended to be covered with aggregate 30-60 seconds behind the distributor.

Requires Reply ☐ Requires Approval ☐ Receiver Keep ☐ Do not File ☐
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RECEIVED JUL 17 1973 ROAD DESIGN SECTION

Verified ____ A. Olson 2 ____ Terpin ____ Scott ____ Swenson 3 ____ R. Olson ____ Trout 4

CONSTRUCTION PROCEDURE

In order to avoid peak hour traffic, lane closure by State Forces was delayed until 9:10 AM. The contractor crew then hand swept the lane, calabrated the distributor and in general, checked out the equipment. This was completed about noon. It was usually about noon before the sun surface dried the pavement.

Binder and aggregate spread started about 1 to 2 PM. The 1400 foot lane to be treated should have been completed in approximately 30 minutes, but was generally delayed by the spreader breakdown. Curing required three to four hours, after which excess aggregate was swept up and shoveled into a pick-up. Traffic was restored to the treated lane about 7-7:30 PM.

The Spec called for a binder application of not less than 2½ lbs./sy., the actual spread was 2.68. Aggregate spread was specified approximately 12½ lbs./sy., actual was 10.54.

I do not know of any Spec that was violated as far as materials, equipment and construction methods were concerned. Samples of materials and a pan sample of the cured binder were submitted to the Lab. To my knowledge, no tests were run on adherence of binder to pavement or aggregate to binder. Skid tests were run three weeks after completion and average 74 SN-well above the 65 SN specified. No bare spots or evidence of deteriation of the mat was observed prior to the freeze-thaw effect early in January, 1973.

TRAFFIC CONTROL

Closing of traffic to the lane under treatment was handled by State Forces, but traffic would not slow down except when a State Patrolman was posted in advance. I would recommend that traffic must be slowed to 35-40 MPH if another project is done on this section. This can best be done by having a State Police posted ahead of the work area.

SUMMARY

The following observations and suggestions are offered for consideration in setting up another project in this section.

1. The possibility that the hot binder absorbed retained moisture from the P.C.C. pavement may have caused loss of bind. I am skeptical

of this however, due to the fact that much of the mat is still adhered but is worn down to approximately 1/16" to 1/8" thickness. A repetation of this project should be specified to be done under prevailing warm (80°+) weather.

2. It was observed that the first loss of mat in January was over the exhaust stained areas. Deeper cleaning, perhaps with a solvent or strong detergent, should be specified.

3. I believe the delay in the aggregate spread due to the conveyor breakdown "stiffened" the binder to the extent that aggregate was poorly binded. I have noted that imbedded particles can be easily picked out of a chip sample.

4. The brittle nature of the bauxite aggregate should rule out repetation of use of this material. It is evident that most of the remaining mat looks more like an area of roofing paper than the original chip-seal treatment. Skid tests taken June 25, 1973, average 32 SN. This is only slightly higher than the untreated P.C. concrete pavement.

WJS/pw

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE June 12, 1973

TO E. S. HUNTER
Assistant Highway Engineer

FROM L. W. RULIEN
Regional Engineer

SUBJECT S.W. Corbett Avenue Undercrossing, Pacific Highway
Anti-skid Pavement Treatment
Contract 7792

Please refer to a memo by me which concerns a meeting of May 25, 1973 with Adhesive Engineering Company relative to the failure of the skid resistant surface treatment on the northbound lanes of I-5 near Corbett Avenue.

As a result of that meeting Adhesive Engineering was going to make a proposal to us for a correction of the treatment by means other than a replacement in kind. Attached is a copy of a letter dated May 30, 1973 which sets forth their proposal. They are proposing a 3/4" plant mixed, machine laid, epoxy treatment in lieu of the chip seal, and at an additional cost to us of $15,000.

The County has placed this type of seal on both the Ross Island and Sellwood bridges. In addition, we call for this type of treatment on the deck of the Fremont Bridge. Attached is a copy of a report from Resident Engineer Scofield, who has researched the costs involved. His figures indicate that if we adopted this proposition, which would be at a total contract price to us of the original $48,000 + $15,000 for $63,000, that we would have an investment about equal to what the same product cost on the other installations in the area.

If we undertake this change, it should be covered by an appropriate Price Agreement. Will you please advise if we may proceed on this basis.

LWR/cr
Attachments
cc D. H. Moehring
C. T. Keasey
James Chidsey
Max Klotz
W. J. Scofield

RECEIVED
JUN 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-1004

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE June 11, 1973

TO L. W. RULIEN
Regional Engineer

W. J. Scofield /pw

FROM W. J. SCOFIELD
Resident Engineer

SUBJECT Epoxy Overlay
I-5 Anti-skid Project
Contract No. 7792

The following information was obtained from Ken Wheatley of Multnomah County Road Department pertaining to epoxy overlays of the Ross Island and Sellwood Bridges.

The Ross Island Bridge overlay bid by the Adhesive Engineering Company was $118/ton for approximately 800 tons of mix, $6.00/gal. for tack material and $36,450 for mobilization. Prices were based on Sunday operation only. Sellwood Bridge $110/ton for approximately 280 tons of mix, $0.75/s.y. for tack and $25,000 for mobilization, also based on Sunday work.

Mr. Wheatley also stated that the Sellwood Bridge overlay turned out better than Ross Island due to (1) tack was too heavy on Ross Island Bridge and (2) week of 100° plus weather adversly affected curing rate. Other miscellaneous information from Mr. Wheatley (1) skid test on Ross Island Bridge was "above 40 SN". No test ran on Sellwood Bridge. (2) Aggregate was 3/8"-0 (3) Control of tack coat is very important, should be about 0.10 gal./s.y. (4) Bond strength tests on Ross Island Bridge showed specified 200#/sq.in. obtained. (5) Mix weighs approximately 147#/cu.ft. (6) Curing rate is rather slow, maximum hardness is not obtained before three to four months. (7) The County is well satisfied with this type of overlay, they feel it is the best obtainable.

From the above data, it appears that the epoxy mix should yield approximately 25 s.y./ton at 3/4" thickness. The 6,000 s.y. in subject project will require 240 tons, plus additional to level out troughs. On the basis of the Sellwood Bridge prices, the subject overlay would cost approximately $4.75/s.y. for the mix and 0.75 for tack, total of $5.50/s.y. Mobilization almost doubles the unit cost, say an additional $5.00/s.y. or a total cost of $10.50 per s.y. The chip seal bid price was $8.00/s.y. including mobilization. This is obviously the reason the company is stipulating that this project be done concurrent with the Fremont Bridge deck.

Based on the $48,000 credit for the chip seal failure, plus the $15,000

for the
additional further overlay, the experimental section will cost close to $63,000 for contract work. This appears to me to be in line with Multnomah County's cost of the bridge decks.
for

I recommend acceptance of this offer with the following provisions:

1. A leveling course to level out the wheel trough to be laid prior to the 3/4" overlay.

2. The matter of exclusive Sunday work should be considered and indicated in the Special Provisions.

3. Skid tests should be run on the Sellwood Bridge to determine reasonable SN and cur period to obtain same.
the time

WJS/pw

A BEMIS ASSOCIATE

ADHESIVE ENGINEERING COMPANY
1411 INDUSTRIAL ROAD SAN CARLOS, CALIFORNIA 94070
PHONE (415) 592-7900 TELEX 34-8459

May 30, 1973

Mr. Willard J. Scofield, Resident Engineer
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

Dear Sir:

On May 25, 1973 a scheduled meeting was held in the office of Mr. L. Rulein. Mr. Jim Chidsey and yourself attended, plus Mr. John Curtis and the writer, representing Adhesive Engineering Company.

The subject of our meeting was the Corbett Avenue Undercrossing skid resistant surface treatment placed by our firm in 1972. We must all agree that in its present condition it can be considered a 100% loss.

The purpose of the meeting was to discuss reasons for this destruction, and to examine alternatives which might be considered for possible solutions.

The following points were discussed:

1. The first reports of damage were made in December, shortly after the very heavy snowfall of December 5-6. This storm obviously prompted drivers to resort to the use of chains or studded tires.

   A. It was reported that the initial snow plow work opened a single traffic path which followed the general course of the highway, but did not co-incide with actual traffic lanes. This would account for the fact that the initial damage did not follow the normal wheel track which was obscured at that time. Alternately freezing and rainy weather followed the storm for the balance of the year.

B. The remainder of the winter was considered mild, but this contributes to even greater exposure of the surfacing to stud wear and impingement than would occur in a period of snowfall.

2. Examination of samples of the surfacing indicates two typical forms of damage.

A. Aggregate particles fractured or eroded to or near the level of the adhesive binder. Mr. Chidsey agreed that the very hardness of the bauxite may contribute to its inability to withstand the energy concentrated upon a particle when struck by a tire stud at moderate to high speed.

B. Actual punctures of the membrane which appear to be the result of an aggregate particle being literally driven through the membrane, causing lack of integrity of the binder.

3. It is commonly known that destruction of the integrity of any form of membrane results in two typical forms of progressive destruction:

A. Water penetrates to the bond line, freezes, and the expansion of the ice causes the beginning of delamination.

B. Once delamination has been initiated, water is trapped under the membrane, and the hydraulic force created by that water being squeezed by tires passing over the top causes a progressive peeling action and progressive delamination.

It is unfortunate that these observations must be made after the fact, but to our knowledge the first real tests of epoxy asphalt surfacing with calcined bauxite chips, in areas exposed to studded tires and snow chains, occurred during 1972, and from the information available to us there is an apparent pattern of similarity in the results.

It is our understanding that the purpose of this experimental project was to confirm the suitability of this surfacing system for use in Oregon to provide improved skid resistance in hazardous areas, and that until December 1972 it served that purpose very well.

Beginning with the first reports of damage it would be logical to assume its ability to serve had declined, and the reason has to be its destruction.

All of the foregoing presentation tends toward the development of an enigma in that we might easily be lead into a confrontation of the parties involved rather than addressing ourselves to a solution. While Adhesive Engineering Company might prefer to simply assert that we had complied with the specifications and performed as required, we feel an obligation to pursue an alternative which addresses itself to the original intent of the project -- the confirmation of a practical and feasible system for improved skid resistance in hazardous areas.

We are convinced that repetition of the procedure specified will be equally unsuccessful and uneconomic, and that an alternative procedure is required.

We reason that the project might be considered incomplete inasmuch that while it proved a membrane surfacing is inadequate to withstand the impact and wear of studs, the problem of providing improved skid resistance in hazardous areas remains, as does the problem of studs and chains.

We, therefore, recommend your consideration of further experiment to solve the primary problem but to do so with an alternative chosen to combat the added problem of excessive wear and abrasion. We recommend the placement of a 3/4 inch overlay of Concresive ® Epoxy Asphalt Pavement, for these reasons:

A. One installation which has endured three winters' exposure to similar studs and chains, plus several others with one winter or more. The results point clearly to the fact that this thicker pavement is capable of absorbing the energy forces of impingement with little or no apparent loss of surfacing. This will obviously contribute to longevity which is a factor in determining economic feasibility.

B. Data compiled by the Division of Bay Toll Crossings on the San Mateo Hayward Bridge provides excellent information in predicting the skid resistance values which can be attained, and which can be anticipated to prevail for the long term.

Unlike conventional pavements, Concresive Epoxy Asphalt provides a relatively low initial skid resistance value. This is due to the presence of a thin coating of binder on the top particles of aggregate. As this coating erodes, the SN value rises, and apparently then levels off above SN45, and remains constant thereafter -- or at least for about the last six years. We are advised the periodic testing will be continued in the future.

Specification data and information is already compiled and approved by the Oregon State Highway Division in the specifications prepared for the Fremont Street Bridge, Portland. Minor modifications may be required only to adjust to the specific application as appropriate.

In recognition of the fact that we feel an obligation to contribute toward the demonstration of a feasible solution to the problem, we hereby confirm our willingness to provide and place a 3/4 inch overlay on the Corbett Avenue Undercrossing area for the additional sum of Fifteen Thousand Dollars, providing that we be permitted to perform this work in conjunction with our placement of the Fremont Street Bridge pavement this season.

Very truly yours,

ADHESIVE ENGINEERING COMPANY

W. F. Connolly
Executive Vice President

WFC/bas

7792

5

July 10, 1973

Mr. W. F. Connelly
Executive Vice President
Adhesive Engineering Company
1411 Industrial Road
San Carlos, California 94070

Dear Mr. Connelly:

Anti-Skid Pavement Treatment
Contract No. 7792

This is in response to your letter of May 30, 1973 concerning the anti-skid pavement treatment on Contract No. 7792 with the Oregon State Highway Division.

Our Regional Engineer has completed an evaluation of your proposal with cost justification comparing the total cost of this project with the two bridge surfacing projects you have performed for Multnomah County. The cost comparison appears favorable and as a result we are requesting the Federal Highway Administration to participate in the cost of changing the surface treatment on this experimental project.

Since this is an experimental project, their decision to participate may require Regional and Washington, D. C. approval. We do expect a prompt decision however and will, upon receipt be in immediate contact with you.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
John Jenkins
L. W. Rullen
C. T. Keasey

7792

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE July 3, 1973

TO E. S. HUNTER
Assistant Highway Engineer

FROM L. W. RULIEN
Regional Engineer

SUBJECT SW Corbett Avenue Undercrossing, Pacific Highway
Anti-skid Pavement Treatment
Contract 7792

On June 22, 1973 we obtained skid resistance measurements on our Corbett Avenue, I-5, spray grip section. At the same time we obtained measurements on the Ross Island and Sellwood Bridges, which are two structures that have received a surface of concresive epoxy asphalt, which is a surface treatment similar to what will go on the Fremont Bridge and similar to what we are proposing for the Corbett Avenue section of I-5. The values obtained are attached for your information.

LWR/cr
Attachment
cc C. T. Keasey
W. J. Scofield

RECEIVED
JUL 5 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

L W Richter

WASHINGTON STATE
HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

Highway Administration Building
Olympia, Washington 98504 (206) 753-6000

Daniel J. Evans - Governor
C.H. Andrews - Director

June 25, 1973

Mr. W. J. Scofield
Resident Engineer, Highway Division
Department of Transportation
9200 S.E. McLoughlin Blvd.
Portland, Oregon 97202

Dear Sir:

The attached information covers the skid resistance measurements made on June 22, 1973, on the Spraygrip section of I-5 south of Portland and on the Ross Island and Sellwood bridges.

Testing was performed at the standard 40-mph test speed in the left wheel path using a Soiltest ML-350E Pavement Skid Tester. The location and skid number for each test are indicated on the data sheets.

The charges for this testing will be forwarded to you under separate cover and should arrive sometime after the first of the month.

Very truly yours,

R. V. LE CLERC, P.E.
Materials Engineer

RVL:rr
KWA
Attach.

Copy of bridge test results sent to Ron Whalley of Wash. Co. Rd. Dept.

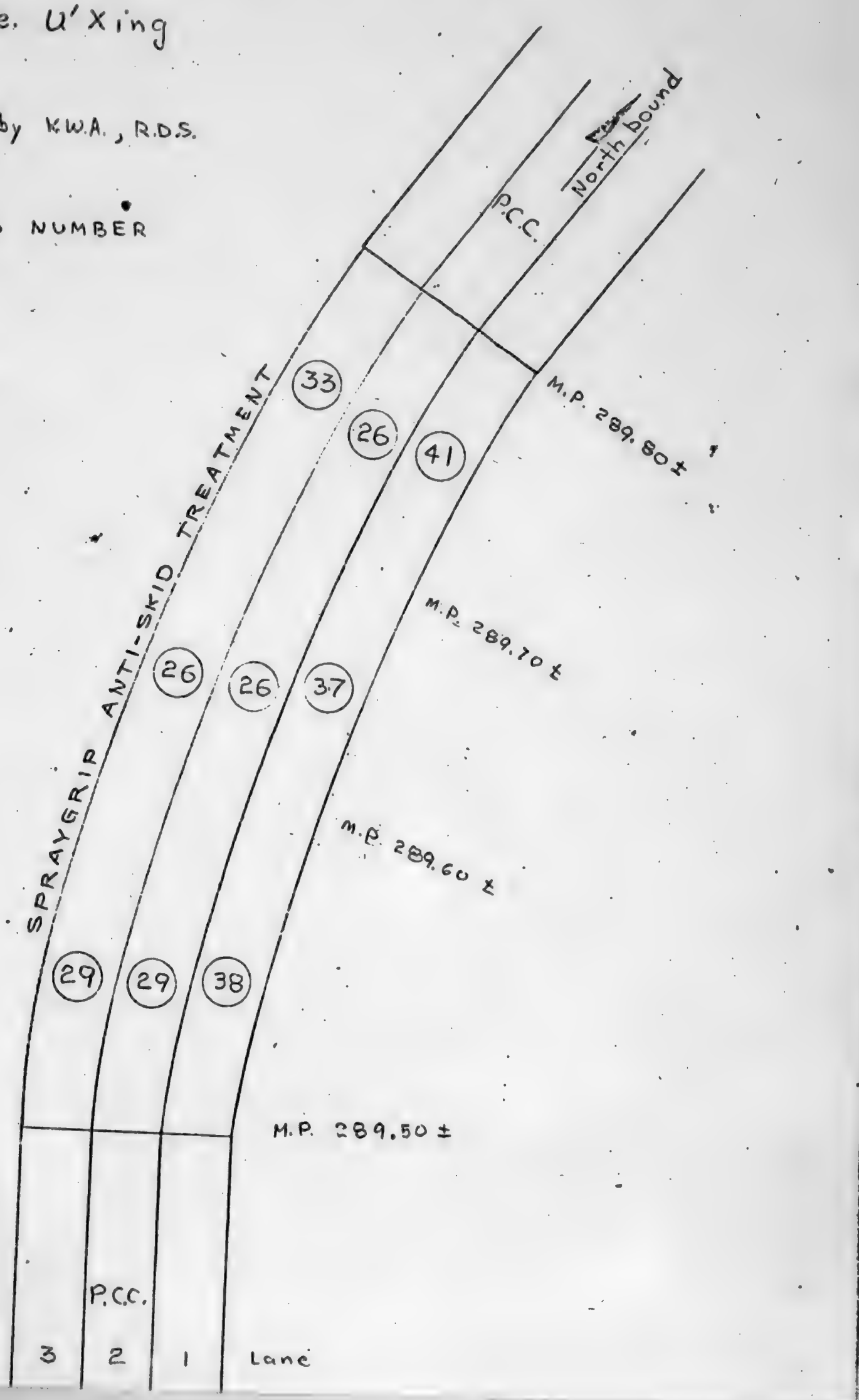
REGION 1 — RE ☐ RME ☐ RCE ☐ OE ☐ — JUN 27 1973 — TE ☐ UE ☐ DES ☐ SEC ☐

SR 5 Portland Oregon

Corbett Ave. U'Xing

Tested 6/22/73 by K.W.A., R.D.S.

(N) = SKID NUMBER



Skid Testing; Vicinity of Portland, Oregon

Ross Island Bridge Skid Numbers

East bound,		West bound	
Lane* 1	Lane 2	Lane 1	Lane 2
42	46	40	43
42	45	41	44
-	48		

Sellwood Bridge Skid Numbers

Eastbound	westbound
48	44
47	48
	46

* Lane 1 is the lane furthest from the centerline in the direction of travel.

Tested 6/22/73 by K.W.A. & R.D.S.

7792

E. S. Hunter

FORM 8-3008

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE May 29, 1973

TO MEMO TO THE FILE

FROM L. W. RULIEN
Regional Engineer

SUBJECT S.W. Corbett Avenue Undercrossing, Pacific Highway
Anti-skid Pavement Treatment
Contract 7792

NOTED
E. S. HUNTER

On Friday, May 25, a meeting was held at 8:30 a.m. in the Regional office to discuss the status of the subject project and further work requirements. At the meeting representing the contractor, Adhesive Engineering Company, were two people: William F. Connolly, Executive Vice President, and John E. Curtis, Manager of Operations, both from the San Carlos, California, office. Representing the State were: Resident Engineer Willard Scofield, former Research Engineer Jim Chidsey, and Region 1 Engineer Larry Rulien.

Briefly stated, the project calls for the application of a non-skid surface and calls for that surface to be intact and functioning a year from the date of application. The year is not yet up and perhaps 70% loss of surface has occurred. A generally conceded prime factor in this loss appears to be the thin application, the hardness and brittleness of the special aggregate, and the high impacts transmitted to the bonding area between the epoxy and the concrete by the very heavy traffic volumes and the considerable exposure to tire studs and chains.

It is the contractor's stated opinion that a reapplication would give us the same results; that is, a very high loss in a relatively short time, which would leave us with an unresolved problem on the road. He is suggesting a machine-laid epoxy aggregate surface from 1/2 to 3/4" thick to be installed at a reduced price. It appears that this would be successful, however, it also appears that the skid resistance of the type of surface proposed would be less than the 65 which was the goal of the contract, although it would be more than the present surface.

Many factors were discussed in this meeting but I was left with the distinct impression that we could not expect a long-lifed successful surface at this location with this type of treatment, although it may be that we would learn a little more about this type of treatment if we retreated it as called for.

I asked the contractor to expeditiously prepare a proposal indicating what he would be willing to do with regards to another type of system. He said that he would, and that he would try to get it into the mail by next Friday. I advised him that upon its receipt we would review our position and either

cc Jenkins
Ed H

advise him to redo the project as specified, or have at the alternate.

I must add that this particular section of I-5 is not the greatest place in the world for experimental projects. We do, literally, take lives in hand when we undertake work at this location. I do not feel that it would be wise to undertake further work unless we could reasonably expect success, and a success that would last a reasonable length of time.

I will pass on a counterproposal when it is received.

LWR/cr
cc E. S. Hunter
D. H. Moehring
C. T. Keasey
James Chidsey
Max Klotz
W. J. Scofield

RECEIVED
MAY 29 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7792

May 18, 1973

Mr. John Curtis
Operations Manager
Adhesive Engineering Company
1411 Industrial Road
San Carlos, California 94070

Dear Mr. Curtis:

This will confirm an appointment for Friday, May 25, at 8:30 A.M. with Mr. L. W. Rullen, Regional Engineer.

The purpose of the meeting is to arrive at corrective measures and a timetable for correction of the failing anti-skid project which you completed on Interstate 5 in the vicinity of Corbett Avenue.

You should meet Mr. Rullen at his office, 9200 S. E. McLoughlin Boulevard, Portland.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
bc: F. B. Klaboe
A. E. Johnson
H. S. Coulter
John Jenkins
L. W. Rullen
Jim Chidsey - If possible please arrange your schedule so that you can be at the meeting.
Glen L. Green - If possible you should have a representative in attendance.

7792

May 16, 1973

Mr. John Curtis
Operations Manager
Adhesive Engineering Company
1411 Industrial Road
San Carlos, California 94070

Dear Mr. Curtis:

S.W. Corbett Avenue Undercrossing
Anti-Skid Treatment
Contract No. 7792

Another inspection of the anti-skid treatment was made on May 8, 1973. At this time the entire project may be considered to have failed. At least 50 percent of the coating is lost. Not more than 30 percent is bonded to any reasonable degree, and much of this has been penetrated in small areas, the aggregate worn off and pulled from the epoxy, and the epoxy surface polished.

We have not received an answer to our letter of March 12, 1973 which stated that you would be expected to replace the lost and unacceptable material. Since we see no point in waiting until the 12-month establishment period has expired and since the original project has failed and because replacement in the summer season is preferable from the standpoint of temperature and moisture, we request your anticipated schedule for repair immediately.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

JEJ:eb/ESH:jf
bc: F. B. Klaboe
A. E. Johnson
H. S. Coulter
R. N. Bothman
L. W. Rullen
John Jenkins

FORM 8-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1973

To: MEMO TO THE FILE

SUBJECT: SW Corbett Ave. U'Xing
Pacific Highway
Contract #7792

The SW Corbett Avenue Exit Anti-Skid Treatment on I-5 Northbound was examined again on May 8, 1973. A series of black and white and color pictures was taken from elevated vantage points west of the highway, generally covering the entire length of the project. Another series of black and white and color pictures was taken from the east edge of the pavement. These were spot pictures. Both series are on file at the Laboratory.

In general, the inside (third) lane was in the best condition. The exception was about 200 ft near the north end of the project where the inside lane was almost stripped bare. The center and outside lanes were lacking substantial coating except at the south end of the project.

The best looking areas contained many small (1" diam.) bare spots in wheel tracks. These appeared to be wear-through spots. In general, the adherence in these areas was still great enough that it took longer to pry loose a piece of coating than the gaps in traffic would allow. I was able to lift a couple of 1" diam. spots near small already bare spots.

The poorest areas were completely bare of coating, except on lane edges.

The largest portion of the project, which has substantially failed, consisted of strips or patches of coating of one to several square ft area mixed with bare strips or patches of about the same or larger area. In these portions the remaining coating appeared to be very poorly bonded. A knife blade was easily slipped under the coating. This poor bond was found to exist under some of the remaining strips of coating along lane lines. In these cases the coating had not been removed because of the low traffic density along lane lines.

GPO 822478-734

The aggregate cover was largely intact along lane lines and was still quite rough textured. In wheel tracks most of the aggregate was missing. This loss appeared to be due to both breakage and wear of the aggregate and to disbonding of the aggregate from the epoxy. A sample picked up from the outside lane wheel track had a cratered surface, with the rims of craters appearing to be polished. Between wheel tracks there was also considerable missing aggregate, but the craters more pronounced and the general texture was rougher.

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:eb

cc: E. S. Hunter
H. S. Coulter
R. N. Bothman
L. W. Rulien
W. J. Scofield

7792

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1-Milwaukie

DATE March 27, 1973

TO MEMO TO FILE

FROM W. J. SCOFIELD
Resident Engineer

SUBJECT

S.W. Corbett Ave. U'xing
Anti-Skid Pavement Treatment
Contract No. 7792

REGION 1 — RE ☐ RME ☐ RCE ☐ OE ☐ — MAR 28 1973 — TE ☐ UE ☐ DES ☐ SEC ☐

On Tuesday, March 13, 1973, John Curtis and Ken Wolfe of the Adhesive Engineering Company were in my office to discuss the subject project with Jim Chidsey, Dean Mandrell and I. This meeting was in compliance with the Special Provisions which called for a 6-month and a 1-year establishment period inspection. The March 13, or 6-month, inspection showed that a high percentage of the anti-skid mat has peeled and the remaining mat obviously has lost its skid resistance.

The meeting was called at the request of Mr. Curtis to consider (1) why the mat failed to bond and (2) what remedial work should be done. It was agreed that no remedial work was practical until hot summer weather, near the end of the 1-year establishment period.

Curtis stressed the affect of tire studs and the subfreezing weather of December 1972 and January 1973. He indicated that the company had never done a job of this type where subjected to high volume traffic and studded tires. He cited the fact that no distress was observed prior to first severe cold weather.

Chidsey and Mandrell's contention was that the concrete pavement was not dry and cleaned sufficient for epoxy adherence. The time of application (September 20-October 6, 1972) was generally mist or fog, during the AM and clear and warm in the PM. The concrete pavement surface was dry but the spread of hot material may be drawn moisture from the concrete thus causing a moisture membrane and loss of adherence. Mandrell stated that a chip sample of the peeled mat showed abrasion on the underside evidently due to adherence failure.

Curtis had a chip that he had peeled from the remaining mat. The chip appeared to be worn down to about 1/16 of an inch thick and had small holes when aggregate particles had dislodged. He alleged that these holes allowed water to penetrate and loosen the mat by freeze-thaw action. There was also concurrence that the calcine bauxite aggregate

tended to be brittle although meeting all applicable Special Provisions.

There was not concurrence on the effect of the exhaust streak on the adherence of the mat to the concrete pavement. Curtis seemed to doubt any adverse affect. Methods of cleaning such as solvents, sandblasting etc. were also discussed.

Chidsey suggested, and Curtis agreed, to write a letter to Ed Hunter indicating (1) a complete redo of the chip seal mat in accordance with the Specs. or with suggested modifications, (2) a suggestion which Curtis favored, of a 3/4" plant mix epoxy overlay, with a credit applied for the complete failure of the chip seal application. Curtis stated that the overlay would have good skid resistance, approximately 50 S.N., but not the effect that the chip seal would have.

WJS/pw
cc/ Jim Chidsey

7792

March 12, 1973

Adhesive Engineering Company
1411 Industrial Road
San Carlos, California 94070

Gentlemen:

S.W. Corbett Avenue Undercrossing
Anti-Skid Pavement Treatment
Pacific Highway
Contract No. 7792

As indicated in our letter of January 5, further inspection has been made of the subject project. More extensive deterioration of the anti-skid treatment has and is continuing to develop. Attached is a copy of a report of an inspection made on February 28.

Under the Adhesion Establishment Period set forth in the Special Provisions for this project, you will be expected to satisfactorily replace the material which has been lost or has deteriorated to an unacceptable state. This letter is only a notification that additional restoration work will have to be done, not a request for immediate performance of the work. The restoration work should not be done until we have weather suitable to obtain a satisfactory end product.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment
RDA:dg jf

bc: F. B. Klaboe
A. E. Johnson
L. E. Lindas
C. T. Keasey
L. W. Rullen
John Jenkins

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 1, 1973
Salem, OR 97310

To: FILES

SUBJECT: SW Corbett Ave. U'xing
Prefix: 626-1086
Contract No. 7792

On February 28, I went to Portland for another examination of the skid treatment project. This overlay has further deteriorated since my visit in January.

A close examinations of the whole project shows a loss of approximately 35% of the overlay completely gone, either in large sections or in individual small areas from the size of a 25¢ piece on up. Of the 65% remaining, it would be a conservative estimate that over half of this material has lost adhesion and is simply remaining in place due to its cohesion with adjoining, adhering material.

Before the contractor replaces the overlay under the provisions of the Establishment Period, all of the unadhering material should be removed. Assuming that this replacement will be done in July or August, it is likely that the material which has no adhesion to the pavement will have been thrown off by traffic.

I will continue to observe this project for the next several months and report my findings.

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly
cc: ~~E.~~ S. Hunter
D. H. Moehring
L. W. Rulien
Willard Scofield

NOTED
E. S. HUNTER

RECEIVED
MAR 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

S.W. Corbett Ave. U'xing Section

ADHESION ESTABLISHMENT PERIOD

Adhesion establishment and verification shall consist of observation and correction of those areas of treated surface improperly constructed as evidenced by loss of adhesion and bond of the resin to the roadway surface and the aggregate to the resin. The adhesion establishment and verification period shall begin following completion of initial construction upon written notification from the engineer and shall expire 12 months thereafter. During this period, the contractor will be required to inspect the project, with the engineer, and replace those areas of anti-skid treatment on which adhesion has not been properly established as evidenced by loss of bond between resin and pavement surface and between resin and aggregate. The former shall be determined visually and manually by the engineer; the latter visually by the engineer with confirmation by skid test values which shall not drop below an SN value of 60.

The inspection shall be made at the following intervals of time after the start of the adhesion establishment and verification period: 3 weeks, 6 months and 12 months.

At the end of the adhesion establishment and verification period, the entire surface area upon which anti-skid treatment has been applied shall show satisfactory adhesion and a minimum skid number (SN) of 60.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7792

Salem, Oregon
February 1, 1973

To: MEMO TO FILES

SUBJECT: S. W. Corbett Ave.-U'Xing
Prefix: 626-1086
Contract No. 7792

NOTED
E. S. HUNTER

RECEIVED
FEB 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

On January 30, I went to Portland and again looked at the skid treatment project at the Corbett Interchange to determine the condition of the skid treatment compared with the condition on December 21, 1972. The failure has progressed to a loss of approximately 20% of the skid treatment overlay.

The areas of loss are not all in one area. Starting at the South end of the project, most of the present loss is in the outside lane. As one proceeds North, the loss is confined mainly to the outside and middle lane, generally in the non-wheel track areas. Just North at the sign bridge, the inside lane suddenly shows great loss, almost the whole lane width. South of this point, the inside lane had been virtually free from loss.

The loss in the inside lane continues to the northern limit of the project. This is not to say that all of the overlay is gone in this area, but there is major loss. The middle and outside lanes show some loss also in this area.

Upon close examination of the existing surface, I noticed that the aggregate has been worn away to a much greater extent than in December. The loss of aggregate appears to be due to a wearing away the aggregate rather than a loss of bond between the aggregate and the epoxy.

An examination of the skid treatment still in-place reveals that there is little or no adhesion remaining between the epoxy and the pavement. At least this is the indications that appear on the edges of the bare areas. If this is a general condition, future loss of the skid treatment surface can be anticipated.

I will take another look at this project in about a month. While there, I took photographs at the project along with comparative photographs of the epoxy-aggregate overlay. These latter photos were taken in my office using a sample of the overlay as an original or "virgin" surface. These pictures will be available for anyone interested.

JOHN C. JENKINS
Engineer of Materials & Research

By

J. E. CHIDSEY
Structural Quality Control Engineer

JEC:eb

cc: E. S. Hunter
R. W. Bothman
L. W. Rulien
Willard Scofield

7792 6 6

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE: January 24, 1973

To:

MEMO TO THE FILE

FROM:

W. J. Scofield
Resident Engineer

SUBJECT: S. W. Corbett Avenue U'xing
Anti Skid Treatment
Contract No. 7792

On Monday, January 22, 1973, Ken Wolfe who was job foreman for contractor Adhesive Engineering Co. on the subject project, was in my office. He had been sent from the company headquarters in San Carlos, California to check on the project in response to Ed Hunter's letter concerning peeling of the anti skid mat.

Wolfe stated that he wanted to cut some cores and make other investigation which he did not explain - probably sometime during the spring months. This will require closing a lane at a time to traffic. He presumed this would be done by State Forces.

We agreed that nothing constructive can be done at the present time. The 6 month establishment check is due in March. I told Wolfe I would inform him by letter when this field check is due. I also told him that I am making a monthly investigation with pictures to show the progress of the peeling. He said the company would like to be informed of any investigations Oregon State Highway Division may make to determine the cause of the peeling. Wolfe took a small piece of the mat with him to run some tests. He also said he was going to inquire for local weather reports covering the daily weather, since the mat was laid last October. He also stated that the weather at the time the treatment was done was less than ideal. The mornings were generally fog or light drizzle. However, when the spread was made around 1 or 2 p.m. the pavement was at least surface dry.

The repair work, we agreed, should be done under the most favorable weather conditions, near the end of the 12 month establishment period, probably during September. We also discussed the blading or some means of removing any treated areas that are not tightly bonded to the P.C.C. pavement.

WJS/bd
cc: L. W. Rulien

REGION 1 ☐ RE ☐ RME ☐ RCE ☐ OE
JAN 24 1973
☐ TE ☐ UE ☐ DES ☐ SEC

7792

January 26, 1973

Adhesive Engineering Company
1411 Industrial Road
San Carlos, California 94070

Gentlemen:

Your request for attime extension of nine days on Contract No. 7792 for work on the S. W. Corbett Avenue Undercrossing Section of the Pacific Highway in Multnomah County has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, and extension of four days is granted which will reduce the time liquidated damages on this project. These are days on which the State discouraged your working to avoid setting up the traffic control for only a part day.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: C. W. Head
A. E. Johnson
C. T. Keasey
V. E. Skoog
L.W. Rullen
W. J. Scofield
V. L. Gallagher

JAB:fw dpy

7792

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
C. T. Keasey
L. W. Rulfen
V. L. Gallagher
V. E. Skoog
Gary Ross
Gary Sund JAB:fw dpy

January 26, 1973

To Oregon State Highway Commission

From F. B. Klaboe
State Highway Engineer

Subject Request for Time Extension
S. W. Corbett Avenue U'Xing Section
Contract No. 7792

Adhesive Engineering Company, contractor on the subject anti-skid pavement treatment project on the Pacific Highway (I-5) in Multnomah County, has made a request for extension of the contract time because of delay in delivery of materials, inclement weather, and weekend time. The project was completed October 6, 1972, with nine days liquidated damages assessed at $50 per day for a total of $450.

Materials availability and weekend time were not considered valid. The weather reason would ordinarily not be valid but gets involved here because of the role of State forces in providing the temporary protection and direction of traffic. The State did have considerable influence on the contractor's scheduling due to a special provision which required the contractor to coordinate his activities with those of the State forces providing the traffic control. The State forces discouraged the contractor from working on four days when bad weather threatened and it was not practical to set up the necessary traffic controls for a short work day.

I have granted a four-day extension of time on this project which will leave five days liquidated damages and $250 in effect. This was a Federal-aid Interstate project and we have the concurrence of the Federal Highway Administration in this extension.

This matter will be on the agenda for concurrence at the March 6 meeting.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 19, 1973

In reply refer to: 10-35-DA

FROM : C. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project EHS-I-5-6(75)299
S. W. Corbett Avenue Undercrossing
Time Extension

RECEIVED
STATE HWY ENGR
JAN 22 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

For the reason given in Mr. Johnson's January 17, 1973 letter, a 4-day extension of contract time on the subject project is approved.

cy - Kessey
Julian
Gallagher
1-24-73

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7792 Contractor Adhesive Engineering Company

Highway Pacific Highway

Section S. W. Corbett Avenue U'xing

Kind of Work Anti-Skid

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Recommend 4 days for time State discouraged working. State forces providing all traffic control.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Deputy State Highway Engineer

Contract No.	7792
Project designation	EHS-1-5-6(75)299 (State-Federal)
Date awarded	9 8-17-72
Work started	9/29/72
Per cent completed	100 10-6-72 (Date)
No. of Workdays Allowed	30
No. of Workdays Used	39
No. of Added Workdays Requested	9

State Printing 37030

E—320 (Rev.)—8M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 13, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 30 days to 39 days, within which to complete our Contract No. 7792, without the assessment of liquidated damages. The said contract is described as follows:

Anti Skid Pavement Treatment

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: (1) Receipt of material by rail freight September 21, 1972, (24th day of contract); (2) Days prevented from prosecution of work due to weather after 9/21, 9/22 (overcast, wet), 9/28 (light rain), 9/29 (light mist, AM), three days; (3) Weekends after 9/21 - 4 days (contractor unable to work weekends); (4) Contractor had eight days (39-24-3-4) available to do work.

Respectfully submitted,

ADHESIVE ENGINEERING COMPANY
Contractor

By J E Curtis
J. E. Curtis, Mgr of Operations

CONSENT OF SURETY

Date November 15, 1972

We, Insurance Company of North America

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Barbara B Spedding
Barbara B. Spedding
Attorney-in-fact

(SEAL)

Resident Agent

STATE OF CALIFORNIA

COUNTY OF Santa Clara } SS.

On this 15th day of November in the year 1972

before me Verra P. Reiter, a Notary Public in and for the STATE OF CALIFORNIA personally appeared Barbara B. Spedding known to me to be the person whose name is subscribed to the within instrument as the Attorney-in-Fact of the INSURANCE COMPANY OF NORTH AMERICA, and acknowledged to me that he subscribed the name of the INSURANCE COMPANY OF NORTH AMERICA thereto as surety and his own name as Attorney-in-Fact.

Verra Reiter

Notary Public in and for the State of California

SB-125c Printed In U.S.A.

POWER OF ATTORNEY

INSURANCE COMPANY OF NORTH AMERICA

PHILADELPHIA, PA.

Know all men by these presents: That the INSURANCE COMPANY OF NORTH AMERICA, a corporation of the Commonwealth of Pennsylvania, having its principal office in the City of Philadelphia, Pennsylvania, pursuant to the following Resolution, which was adopted by the Board of Directors of the said Company on June 9, 1953, to wit:

"RESOLVED, pursuant to Articles 3.6 and 5.1 of the By-Laws, that the following Rules shall govern the execution for the Company of bonds, undertakings, recognizances, contracts and other writings in the nature thereof:

(1) "Such writings shall be signed by the President, a Vice President, an Assistant Vice President, a Resident Vice President or an Attorney-in-Fact.

(2) "Unless signed by an Attorney-in-Fact, such writings shall have the seal of the Company affixed thereto, duly attested by the Secretary, an Assistant Secretary or a Resident Assistant Secretary. When such writings are signed by an Attorney-in-Fact, he shall either affix an impression of the Company's seal or use some other generally accepted method of indicating use of a seal (as by writing the word "Seal" or the letters "L.S." after his signature).

(3) "Resident Vice Presidents, Resident Assistant Secretaries and Attorneys-in-Fact may be appointed by the President or any Vice President, with such limits on their authority to bind the Company as the appointing officer may see fit to impose.

(4) "Such Resident Officers and Attorneys-in-Fact shall have authority to act as aforesaid, whether or not the President, the Secretary, or both, be absent or incapacitated; and shall also have authority to certify or verify copies of this Resolution, the By-Laws of the Company, and any affidavit or record of the Company necessary to the discharge of their duties.

(5) "Any such writing executed in accordance with these Rules shall be as binding upon the Company in any case as though signed by the President and attested by the Secretary."

does hereby nominate, constitute and appoint BARBARA B. SPEDDING, of the City of San Jose, State of California

its true and lawful agent and attorney -in-fact, to make, execute, seal and deliver for and on its behalf, and as its act and deed any and all bonds and undertakings in its business of guaranteeing the fidelity of persons holding places of public or private trust, and in the performance of contracts other than insurance policies, and executing and guaranteeing bonds or other undertakings, required or permitted in all actions or proceedings or by law required or permitted.

All such bonds and undertakings as aforesaid to be signed for the Company and the Seal of the Company attached thereto by the said Barbara B. Spedding, individually.

And the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Company, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the Company at its office in Philadelphia, Commonwealth of Pennsylvania, in their own proper persons.

IN WITNESS WHEREOF, the said HUGH M. SINCLAIR, Vice-President,

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1973

SUBJECT: S.W. Corbett Ave. U'Xing
(Anti-skid Pavement Treatment)
Contract No. 7792
Request for Time Extension

To: A. E. Johnson
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

Adhesive Engineering Company requests a 9-day extension of their contract time offering three reasons to justify the request. The contractor's presentation is quite brief, but amounts to delay in delivery of materials, inclement weather and weekend time. Some pertinent dates on this project are:

Bids opened	July 27, 1972 (2 bidders)
Contract sent	August 17, 1972
Day count started	August 29, 1972 (30 days allowed)
Materials delivered in Portland	September 21, 1972
Contractor on the project	September 25, 1972
30 days contract time allowed elapsed	September 27, 1972
Contractor actually started work	September 29, 1972
Work completed	October 6, 1972

9 days liquidated damages assessed at $50 per day = $450

The alleged delay due to material delivery is not explained by the contractor and is not believed valid for extension. The weather reason would ordinarily not be valid, but gets involved here because of the role of State forces in providing the temporary protection and direction of traffic. Extension for weekend time would also ordinarily not be valid.

The State did have considerable influence on the contractor's scheduling due to the special provision (107.27 attached) which, among other things, required the contractor to coordinate his activities with those of the State forces. The Resident and Region offices recommend 4 days extension because of this State involvement. We concur. A 4-day extension would leave 5 days liquidated damages in effect or $250. This was an Interstate project. Rough draft letters to FHWA, the Commission and the contractor are attached.

JAB:fw
Attach.
cc V. L. Gallagher

107.27 Temporary Protective and Directional Measures for Traffic - Delete subsection 107.27 in its entirety and substitute the following:

State forces will be responsible for the temporary protection and direction of traffic on this project. The contractor shall coordinate his activities with those of the State forces and no work shall be performed by the contractor which would interfere with traffic except when State forces are available for placing of traffic control devices and for flagging; also no work shall be performed by the contractor at such times of the day when, in the opinion of the engineer, the volume of traffic is so high that traffic cannot be safely and adequately handled on two traffic lanes.

SECTION 108 - PROSECUTION AND PROGRESS

108.04 Preconstruction Conference, Schedule and Limitation of Operations - The contractor shall furnish men and equipment as required to apply the anti-skid treatment at a minimum rate of 100 sq.yds. per hour and this rate of work shall be maintained during performance of the work unless otherwise approved by the engineer.

The contractor shall plan and schedule his work in proper sequence to effect timely application and recognize temperature curing time to conform to stipulations regarding traffic as listed in other parts of these special provisions. In the event the contractor chooses to work at night, the contractor shall provide additional flood lighting to the satisfaction of the engineer at no cost to the State. The night hours worked shall conform to traffic conditions as approved by the engineer.

108.08 Contract Time for Completion of Work - The work to be done under the contract shall be completed in its entirety before the elapse of 30 calendar days. Recording of the elapse of the calendar days will begin with the tenth calendar day (excluding Sundays and legal holidays) following the date upon which the contract and performance bond forms are mailed to the contractor for execution.

SECTION 109 - MEASUREMENT AND PAYMENT

109.05 Claims for Extra Compensation - Delete the last sentence of the second paragraph of this subsection of the Standard Specifications.

109.09 Partial Payments and Retained Amounts - Delete this subsection of the Standard Specifications and substitute the following:

S

FOR [illegible]

7792

January 17, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Sir:

Request for Time Extension
S. W. Corbett Avenue Undercrossing
(Anti-skid Pavement Treatment)
Oregon Project EHS-I-5-6(75)299

The contractor on this project has requested a 9-day extension of the contract time, offering three reasons to justify the request. The contractor's presentation is quite brief but amounts to delay in delivery of materials, inclement weather, and weekend time. Some pertinent dates on this project are:

Bids opened	July 27, 1972 (2 bidders)
Contract sent	August 17, 1972
Day count started	August 29, 1972 (30 days allowed)
Materials delivered in Portland	September 21, 1972
Contractor on project	September 25, 1972
30 days contract time allowed elapsed	September 27, 1972
Contractor actually started work	September 29, 1972
Work completed	October 6, 1972

9 days liquidated damages assessed at $50 per day = $450

The alleged delay due to material delivery is not explained by the contractor, and is not believed valid for extension. The weather reason would ordinarily not be valid but gets involved here because of the role of State forces in providing the temporary protection and direction of traffic. The State did have considerable influence on the contractor's scheduling due to the special provision

(107.27 attached) which, among other things, required the contractor to coordinate his activities with those of the State forces. The Resident Engineer reports that there were 4 days when the contractor probably could have worked but he discouraged it because of threatening weather or because the workday would have been short, making the setting up and removal of traffic control impractical.

We therefore recommend a 4-day extension of time which would leave 5 days' liquidated damages in effect, or $250. May we have your concurrence.

Very truly yours,

A. E. Johnson
Assistant State Highway Engineer

Attachment

bc F. B. Klaboe
C. T. Keasey
L. W. Rulien
V. L. Gallagher

JAB:fw ja

5

HH.

FORM E-30 (REV. 10-65)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7792

Salem, Oregon
January 11, 1973

To: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Anti-Skid Epoxy Seal
S.W. Corbett Avenue Area
Pacific Highway
Contract No. 7792

FROM: John H. Walker
Quality Control and Training Engineer

RECEIVED
JAN 16 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

As per our recent conversation, herewith are ten prints made from slides which I procured during the construction of the anti-skid epoxy seal.

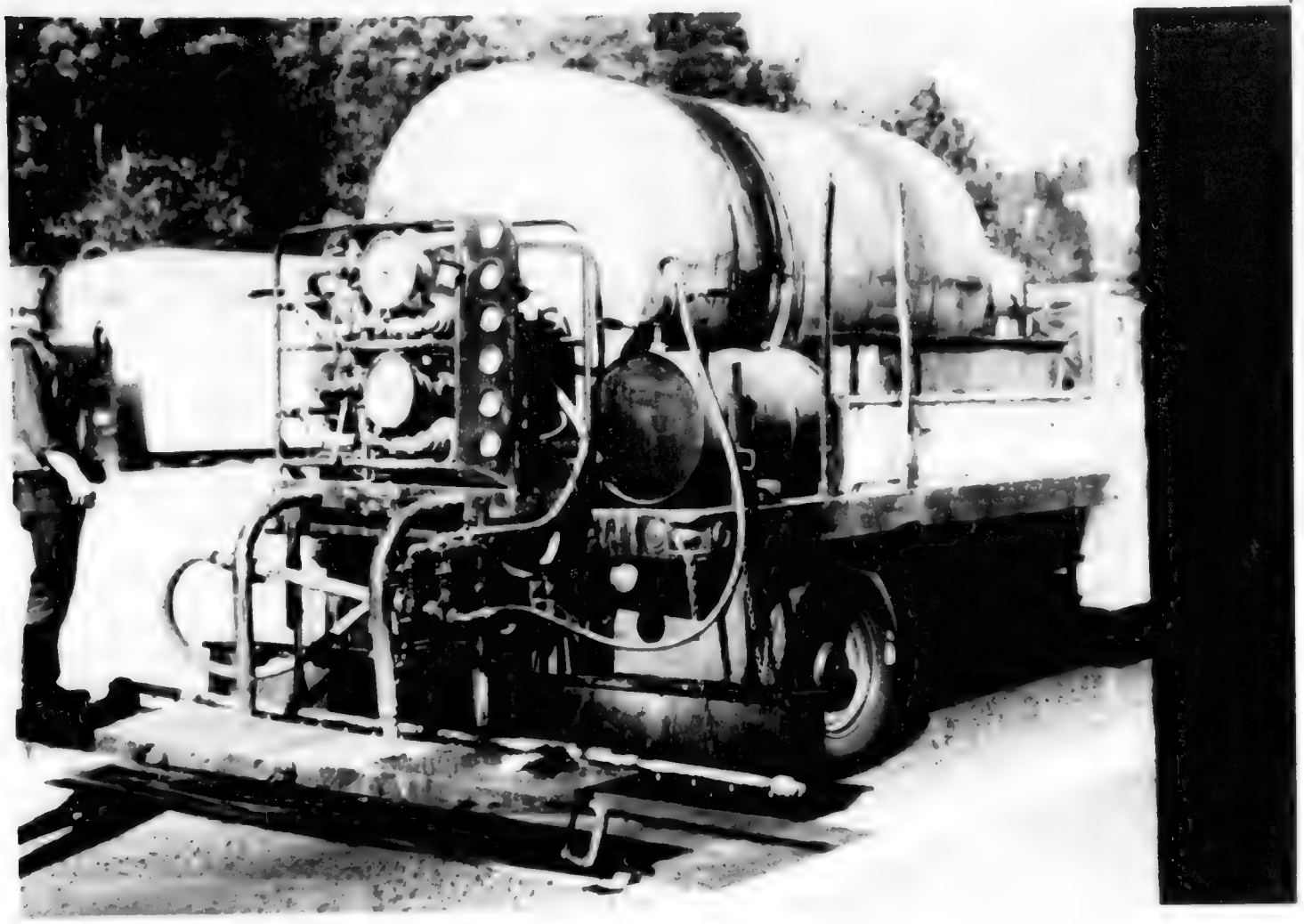
Prints 1, 2 and 3 show placing the epoxy itself while prints 4, 5, 6 and 7 show the aggregate being spread on the epoxy. Print 8 shows a view of sweetening up the aggregate where the spread was thin. Print 9 is a close-up of the placed seal following its placement and Print 10 is a view of the roadway showing the placed seal in the center lane.

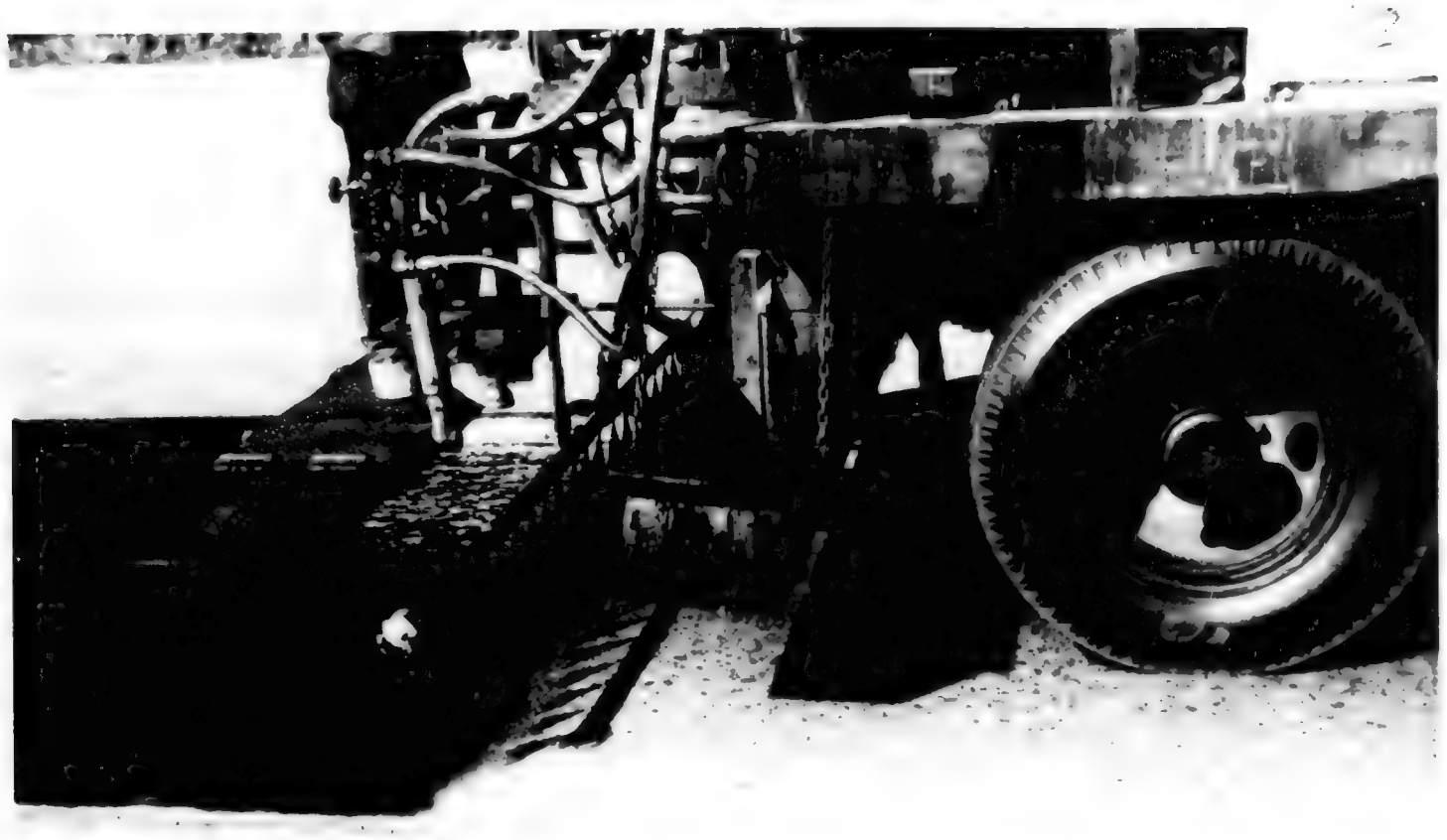
Recently, as was discussed, there has been some loss of this anti-skid seal and samples procured indicate there was evidently some dust or dirt on the roadway when the seal was applied. This was not especially evident or noted when these pictures were taken.

I feel that perhaps another factor which may have contributed to the recent loss of some of the seal is moisture. The placing of the seal was delayed by the Resident Engineer until the morning dampness had dissipated from the surface of the pavement; however, it is possible that some moisture may have still been present in the cracks or interstices of the pavement. The loss of the seal did not occur until cold weather arrived. Freezing could have contributed to separation of the seal from the original pavement if any moisture under the seal was evident.

JHW:fw
Enc.
cc: A. E. Johnson
John Jenkins

SP 52475-734





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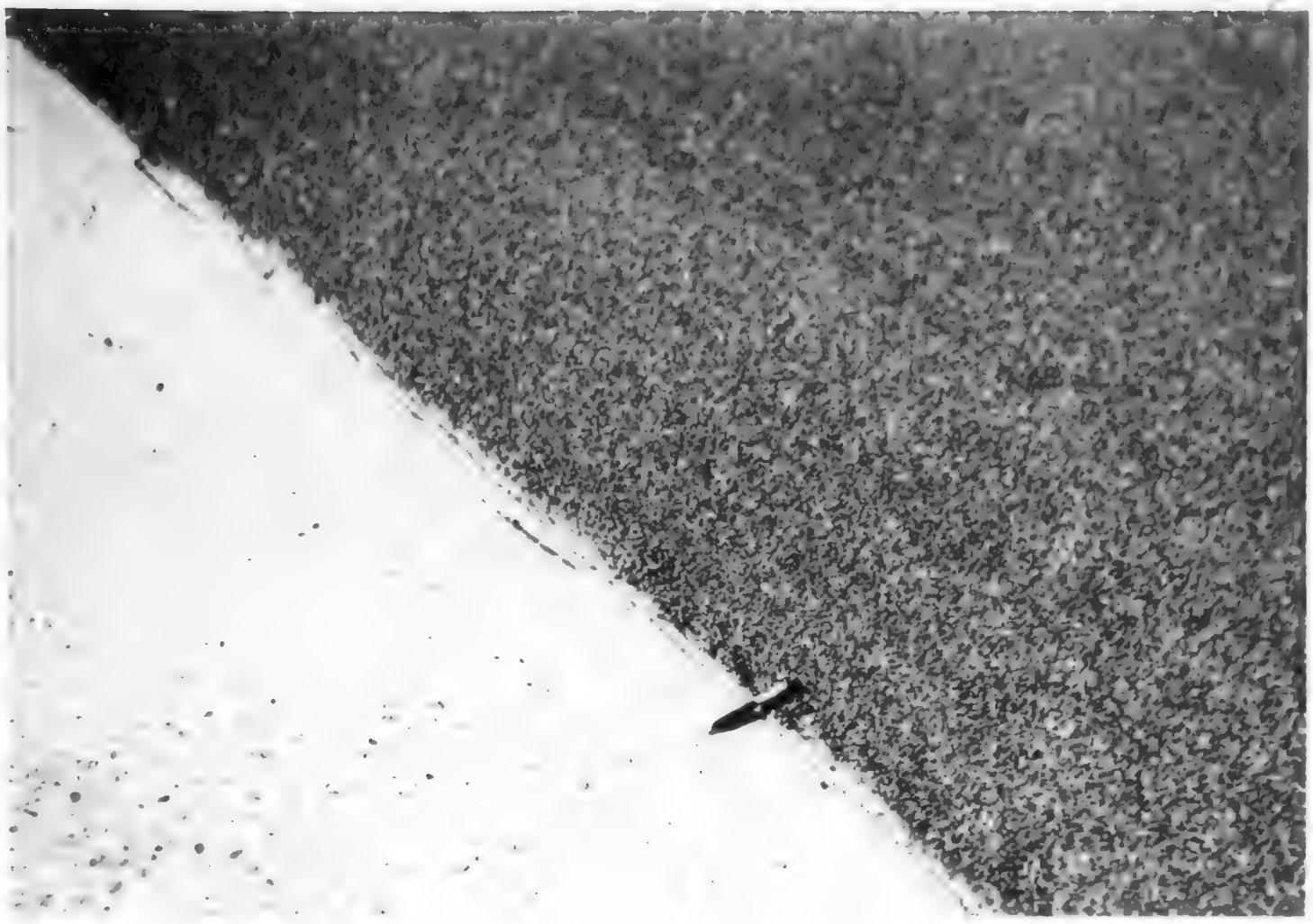


RECEIVED
- 1972
FOR FILING
7792

January 5, 1973

Adhesive Engineering Company
1411 Industrial Road
San Carlos, California 94070

Gentlemen:

Re: S.W. Corbett Ave. U'Xing
Anti-Skid Pavement Treatment
Pacific Highway - Contract No. 7792

On December 21, 1972, an inspection was made of the above project. At that time some ten percent of the anti-skid treatment had been lost from the roadway surface. The material failed due to a loss of adhesion between the epoxy binder and the roadway surface. A close examination of the remaining skid treatment indicates that additional skid treatment has also come loose and is staying in place due to cohesion with adjacent material.

I am enclosing some photographs illustrating the failure. As you can see, it is not confined to any one lane or any particular section of a travel lane. Also enclosed is a picture of one piece of the treatment which was picked up on the roadway. This piece has an area of approximately one-half a square yard.

Under the provisions of the Adhesion Establishment Period as set forth in the Special Provisions for this project, you will be expected to replace those areas in which the material has been lost upon the arrival of weather satisfactory for this work. We will continue to inspect this project and keep you informed of further developments.

If there is any additional information you desire, please feel free to contact us.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

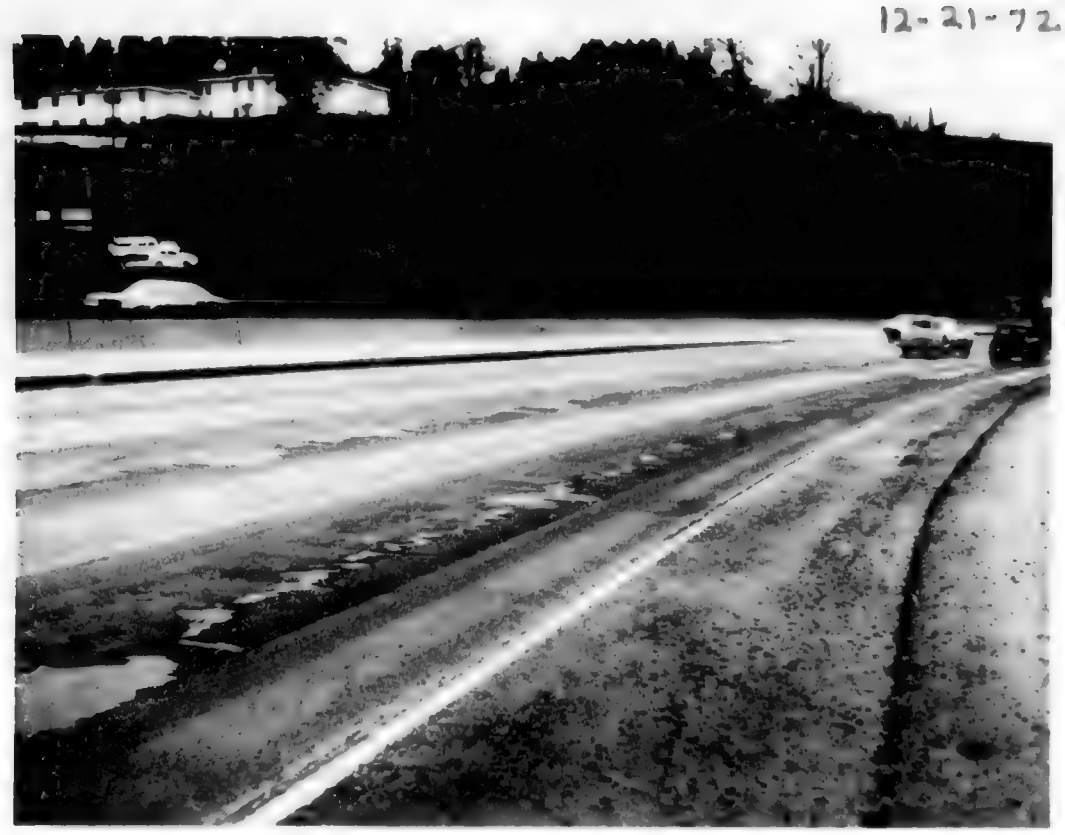
Enclosures
bc F. B. Klaboe
L. I. Lindas
C. T. Keasey
John C. Jenkins
L. W. Rulien
JEC:eb: ajw

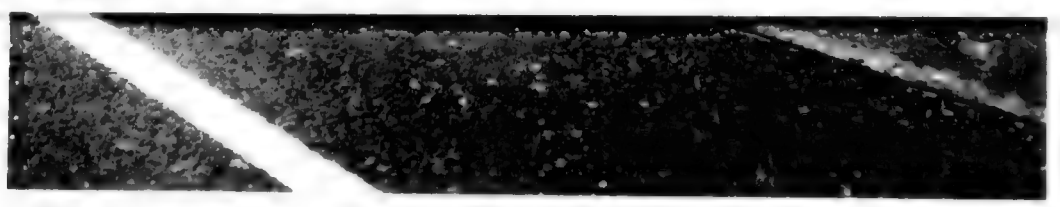
Ed:

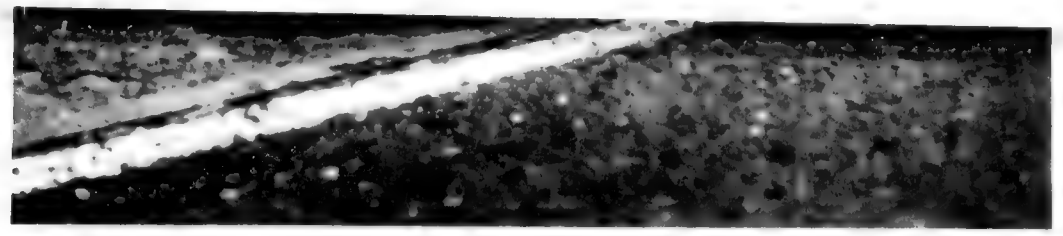
I am enclosing two sets of pictures to accompany the letter. Thought you might want one set to stay with the file copy of your letter. If you need any additional, please let me know—

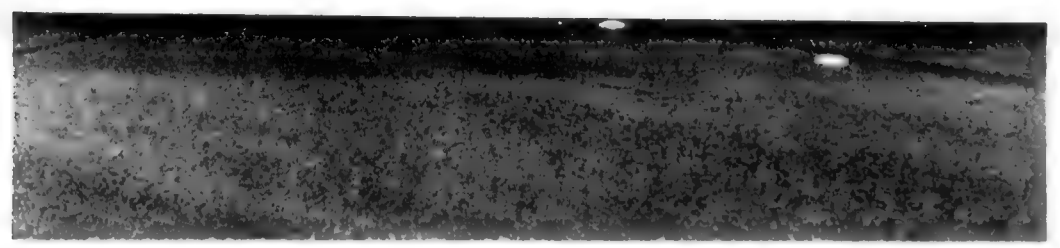
Chuck

12-21-72









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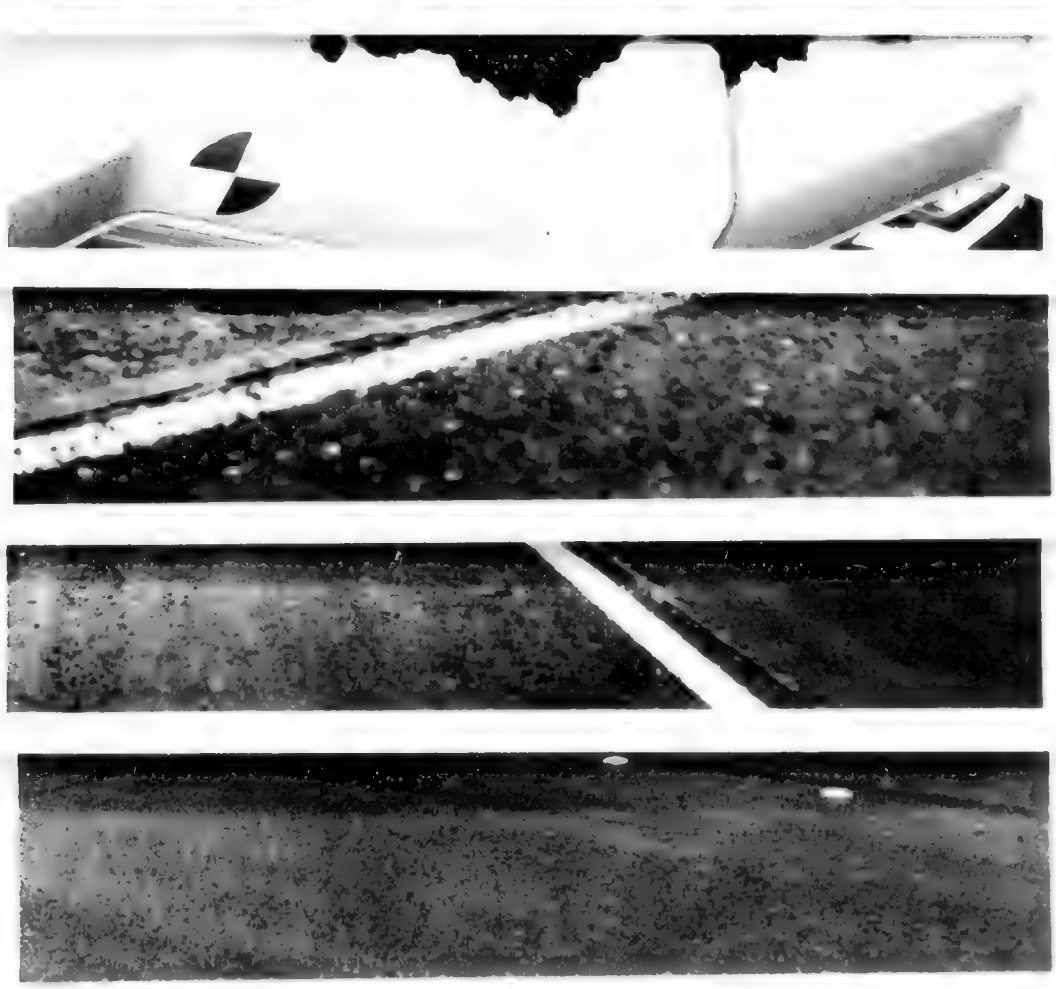

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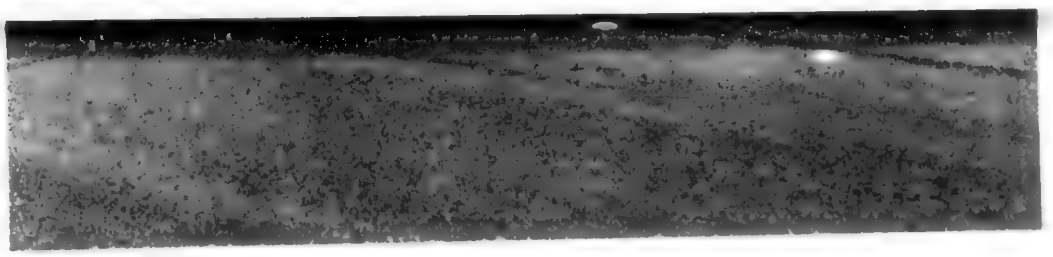


12-21-72

7792 7792

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: December 28, 1972

SUBJECT:

To: L. W. Rulien
Regional Engineer

FROM:

W. J. Scofield
Resident Engineer

SUBJECT: I-5 Anti-Skid Treatment

Shortly after the recent snow and freeze, I received a call from Section Forman Roth that many "bare" areas were showing up where the non-skid material was peeling. I had never observed any peeling prior to the freeze.

When I checked the section last week, I observed three (3) areas on the two outside lanes when peeling was most concentrated. It appeared that the material had not bonded to the P.C. concrete pavement and it is evident that there will be a continuing chipping away of the material by traffic. I could see small pieces breaking off, probably from effect of tire studs.

I will take a monthly sequence of pictures to show the progressive loss of anti-skid material. The six month establishment check is due on the first week of March 1973. It is doubtful that the weather would be acceptable at that time to do a patch job. It would be better to wait until near the end of the one-year period, October 6th to do the patching.

I am not sure why this anti-skid treatment is showing so much peeling. It should not be occuring if the epoxy bonded to the pavement. The contract work was done in accordance with spec to the best of my knowledge. I did, however, depend on the "expertise" of the contractor's supervisory personnel to a large extent. I have a theory that the failure of the bond ~~once~~, would be due to the accumulation of oil, etc. from exhausts in the center portion of the lanes. This is the area where most of the peeling is occuring.

WJS/pb

+3-73
Sent to P.S. Hunter
Alan Ch. dorf
for your info
P.S. Hunter

REGION 1 — RE ☐ RME ☐ RCE ☑ OE ☐ — DEC 29 1972 — TE ☑ UE ☐ DES ☐ SEC ☐

RECEIVED
JAN 12 1973
FOR FILING

RECEIVED
DEC 28 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7792

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27, 1972

To: MEMO TO THE FILES

SUBJECT: S. W. Corbett Ave.-U'Xing
Prefix: 626-1086
Contract #7792

NOTED
E. S. HUNTER

On December 21, I went to Portland and looked at anti-skid treatment project at the Corbett Interchange. There has been loss of the overlay to the extent that some 10% of the overlain pavement is now bare. The failure is a loss of adhesion of the epoxy to the pavement. Large sheets of the binder and the aggregate were in evidence on the roadway surface and along the edges of the travel surface. One large piece, about 1/2 sq yd., I brought back to the laboratory.

The main areas of loss are not in the normal wheel tracks. It is possible that during the recent snow, the normal lanes were shifted and these areas of loss are where the traffic wheels were operating.

The sample of material I brought back to Salem shows little or no mechanical wear due to studded tires or chains. An examination of the back or roadway contact surface shows that the adhesion of the binder to the roadway surface failed almost completely. Discussing this failure with Jim Wilson and Dean Mandrell resulted in the unanimous conclusion that the failure may have been accelerated by water seeping between the epoxy and the pavement surface and freezing during the cold spell. The expansion due to the freezing water may have had sufficient force to break any adhesion that existed in the material resulting in its breakup.

From an examination of the project, it is apparent that there is additional material yet to come loose from the pavement. On the broken edges, one can see flaps of non-adherent material being held in place by the cohesion of the binder. I would make a guess that by spring, more than 25% of the skid treatment will be removed by the traffic.

A look at the conditions existing at the project site might give some insight as to the mechanism of the failure. The week

prior to the application was marked with considerable rain. This rain was of sufficient magnitude to thoroughly saturate the concrete pavement. The week the application was actually started was marked by days of morning fog, clearing late in the morning. The second day the contractor planned on applying the epoxy, the sky never did clear sufficiently to allow him to apply the epoxy. This morning overcast was and more or less typical of the weather throughout the application period.

As a result of the concrete pavement being thoroughly saturated by the rains the week preceding the start of application and the absence of good drying weather prior to and at the time of application, I feel that the moisture in the PCC was sufficient to prevent a good adhesion from forming. The epoxy was heated to approximately 250°F before application. This hot material was sprayed onto the damp pavement and a steam barrier at the interface of the epoxy and the pavement resulted. This would prevent the epoxy from properly adhering to the pavement.

Another factor which would prevent good adhesion is cleanliness of the roadway surface. The Special Provisions called for "the pavement surface shall be thoroughly swept clean of dust and loose foreign bodies, using a stiff broom or a street sweeping machine." This was done, but I don't feel that it was adequate in that the sweeping did not remove the dust. Upon examination of the binder-pavement surface side of the sample I brought back to Salem, a large percentage of this surface shows a great amount of dirt and dust adhering to the binder. I feel that this is sufficient evidence that the sweeping did not thoroughly sweep clean the roadway surface. With an unclean surface and the inability of the epoxy to wet through an unclean surface, good adhesion is impossible.

In Appendix "D" of the Special Provisions for this project is and given testing procedures for determination of cleanliness and soundness of PCC surfaces, and quality and adhesion of seal coats on thin pavement overlays. None of this testing was performed due to the unavailability of the necessary testing equipment. If any additional projects of this type are undertaken, I would strongly urge that equipment and supplies necessary to perform this testing be acquired by the department and the tests as outlined be performed on a daily basis. Specifications will have to be prepared to give some acceptance criteria for acceptance of the cleanliness when determined by this testing method.

I have discussed possible measures which may be taken with Dean Mandrell, our chief chemist. He suggests that a light flashing of the pavement surface with solvent compatable with the epoxy binder and then going over the surface immediately

after with a burner, similar to our pavement burner, followed by the application of the epoxy binder. This process would accomplish three desireable results. It would improve the cleanliness of the surface, it would remove any moisture present in the top inch or so of the pavement and it would create a positive pressure situation whereby the epoxy would tend to be drawn into the pores of the concrete. All of these results would improve the adhesion of the epoxy binder.

In the absence of the flushing with solvent and burner treatment, we should time any contract so that the treatment be applied in July or August when the moisture will have the best chance of being gone from the pavement. If this route is taken, we need to improve the method of pavement cleaning to insure better conditions for proper adhesion.

I feel that this is a good system to improve the skid resistance of worn Portland cement pavements. The sample I have shows little or no wear of the aggregates used. By improving the application procedures, I feel that a durable system can be attained.

It is my intent to continue to monitor this project to gather anyother data which might aid in the evaluation of this process. While on the project, I took photographs of the skid treatment which will be available shortly for perusal by anyone desiring to do so.

JOHN C. JENKINS
Engineer of Materials & Research

By

J. E. CHIDSEY
Structural Quality Control Engineer

JEC:eb

cc: E. S. Hunter
R. N. Bothman

11-2-72

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

RECEIVED
STATE HWY ENGR
NOV 7 '72
REFER TO
FOR
Info | ives | R/D | D/R | Sign | Act | File

DATE: November 2, 1972

SUBJECT:

To: MEMO TO THE FILE

FROM:

W. J. Scofield
Resident Engineer

SUBJECT: Anti-Skid Test Run
SW Corbett Ave. Uxing Anti-Skid Treatment Section
Contract 7792

NOTED
E. S. HUNTER

This is to certify that on October 17, 1972 skid test equipment owned and operated by the Washington State Highway Department ran skid tests as called for in the subject project Special Provisions. The test runs were witnessed by Jim Chidsey, OSHD Quality Control Engineer, and Dan Helquist, Inspector.

Two tests were taken on each of the three anti-skid treated lanes. The average of the tests was ~~70~~ 74 SN (Special Provisions called for 65 SN). No test was under specified 55 SN.

As a matter of interest, tests were run on the PC Concrete part preceeding the treated part. These tests registered between 22 and 25 SN.

RECEIVED
NOV 8 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

WJS/cr
cc L. W. Rulien
Jim Chidsey
Dave Glenn

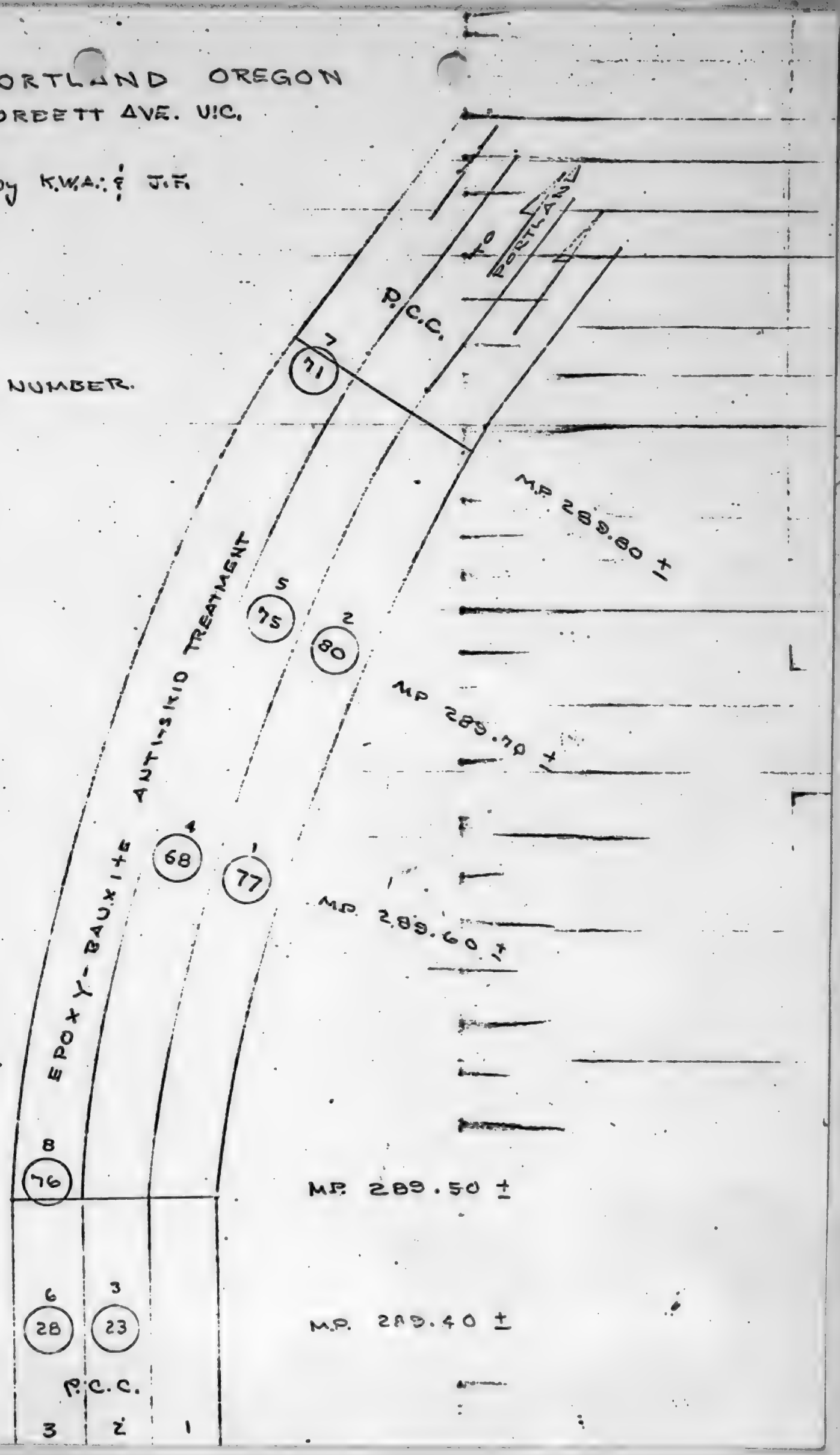
REGION 1
RE ☒ RME ☒ RCE ☒ OE ☒
NOV 3 1972
TE ☐ UE ☐ DES ☐ SEC ☐

SR 5 PORTLAND OREGON

CORBETT AVE. VIC.

TESTED 10-17-72 by K.W.A. & J.F.

(N) = SKID NUMBER.



WASHINGTON STATE
HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

Highway Administration Building
Olympia, Washington 98504 (206) 753-6000

RECEIVED
NOV 2 - 1972

S

Daniel J. Evans - Governor
G.H. Andrews - Director

7798

October 30, 1972

Mr. James E. Chidsey
Materials Section, Highway Division
Department of Transportation
2950 E. State Street
Salem, Oregon 97310

S.W. Corridor
11-Xing

Dear Sir:

The attached information covers the skid resistance measurements made on October 17, 1972, on the Spraygrip section of I-5 south of Portland.

Testing was performed at the standard 40-mph test speed in the left wheel path using a Soiltest ML-350E Pavement Skid Tester. The testing sequence, location, and skid number for each test are indicated on the data sheet. The actual strip chart record for the testing has also been enclosed for your perusal.

The charges for this testing will be forwarded to you under separate cover and should arrive some time after the first of the month.

Very truly yours,

R. V. LE CLERC, P.E.
Materials Engineer

RVL:rr
KWA
Attach.

NOTED
E. S. HUNTER
als CC for info.
Bud George
Bottman
Klaboe

RECEIVED
NOV 1 1972
MATERIALS DIVISION
OFFICE

RECEIVED
NOV 2 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Baker Ferguson Gibbon
Harold Walsh
John N. Sapp
Lorna Ream
A.H. Parker
Lorenz Goetz

cc: ESHD (A R Johnson)
Region
Wash DC

FOR FILING

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☐ Semi-FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
10/25/72	W. N. Bryant, Area Engineer		HES-I-5-6(75)299

IN COMPANY WITH
W. Scofield, Resident Engineer, OSHD.

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	139 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT

NOTED
A. E. JOHNSON
11-8-72

S. W. CORBETT AVENUE O'XING
PACIFIC HIGHWAY
Anti-skid Pavement Treatment

NOV 06 1972
REGIONAL OFFICE

All contract work, except that required under the 12-month establishment period, was completed in reasonably close conformance with the plans and specifications on October 6, 1972 at a final estimated cost of $46,816 or 2½% below the bid amount of $48,000.

A total of 39 calendar days were used in completing the work. The contract time specified was 30 calendar days leaving 9 days for which liquidated damages have been assessed. The resident engineer indicated that a time extension of about 3 calendar days could be justified due to adverse weather conditions.

Subsequent to work completion both the adjacent portland cement concrete pavement surface and the anti-skid treated surface were tested with the Washington State skid test machine. A skid number of 20 was obtained on the adjacent surface while on the newly treated surface skid numbers of 70 plus were obtained. The specifications required an initial minimum skid number (SN) of the completed anti-skid treatment of not less than 65 based on the average of three tests with no single test value below a SN of 55. In addition, during the 12-month adhesion establishment and verification period the skid test values are not to drop below a SN value of 60.

During the specified establishment period the contractor is required to replace all areas of anti-skid treatment on which adhesion has not been properly established between both the resin and pavement surface and between resin and aggregate or when the SN value drops below 60.

Project records indicate that the materials incorporated into the project were in reasonably close conformance with specification requirements.

11-7-72

Info
Sent
R/D
O/R
FOR
REFER TO
NOV 7 72
RECEIVED
STATE HWY ENGR

FORM PR-338
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

RECEIVED
NOV 1 - 19
FOR FILING

RECEIVED
STATE HWY ENGR
NOV 1 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sten | Act | File

OREGON STATE HIGHWAY DIVISION

7792

HIGHWAY BUILDING • SALEM, OREGON • 97310

Date October 12, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM George M. Baldwin
Administrator of Highways

Federal-aid Project
No. EHS-I-5-6(75)299

by

L. H. Young
Programing Engineer

NOTED
A. E. JOHNSON

cy Eyers Bridge
11-2-72

SUBJECT Request Contract Acceptance

Contract 7792 Work Completed October 6, 1972

Project S. W. Corbett Ave. U'Xing

Highway Pacific

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date October 25, 1972

Conditions not acceptable: Pending satisfactory completion of requirements under the adhesion establishment period.

for G. L. Green
Acting Division Engineer

VG:ed

cc: Tom Edwards
L. H. Young

RECEIVED
NOV 2 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
OCT 13 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7792

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

DATE October 12, 1972

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

Federal-aid Project
No. EHS-I-5-6(75)299

SUBJECT Request Change Order Approval

Contract 7792, State Force Order No. 1

Project S. W. Corbett Ave. U'Xing

Highway Pacific

County Multnomah

The Order covers temporary protection and direction of traffic by State Forces. This work will be done in accordance with the special provisions for this project.

This work conforms to the requirements of PPM 21-6.2 as required for Federal participation. The estimated total cost for work to be done under this order is $2,000 with Federal participation of $1,800. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on October 2, 1972.

Your approval as of October 2, 1972 is requested.

Attach.

JKied

RECEIVED
OCT 19 1972

FORM PR-33A
(REV. 5-64)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cat

cc: OSHD (A E Johnson)
Region
Wash DC

1-27-72

INITIAL INSPECTION REPORT

7792

(Check appropriate box) ☐ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	1	Multnomah	Oregon

Date of Inspection	Inspection Made By	Project No.
9/29/72	W. N. Bryant, Area Engineer	FHS-I-5-6(275)299

In Company With

W. Scofield, Res Engr, OSHD; P. O'Neil, Asst Area Engr & D. Noyes, Trainee, FHWA.

Location

The project is located on the northbound lanes of I-5 near the S. W. Corbett Avenue overcrossing structure near the south city limits of Portland, Oregon.

Contractor Name and Address

Adhesive Engineering Company, 1411 Industrial Road, San Carlos, California

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
8/17/72	$48,000.00	30 cal. days	8/29/72	9/29/72

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Unsatisfactory	100 %	10

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Anti-skid pavement treatment	7221	0.275	-	-	-

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
-	-	-

NOTED
A. E. JOHNSON
COPY SENT

RECEIVED
STATE HWY ENGR
OCT 20 '72
REFER TO
FOR
Info | Ques | Rec'd | Ret | Init | Dat

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)*

OCT 19 1972

To file date 10-24-72

S. W. CORBETT AVE. O'XING
PACIFIC HIGHWAY
Anti-Skid Pavement Treatment

The work to be completed under this contract consists of the construction of approximately 6,000 sq. yds. of anti-skid treatment on the existing pavement. The treatment consists of an asphalt-extended two-component resin applied uniformly over the three northbound lanes of I-5 and which is then flooded with a polish-resistant calcined bauxite aggregate. Work covered under this project is programed as an "Experimental Category II Safety Improvement" and will be the subject of a special construction report in the near future.

10-20-72 Pkg Yr

At the time of this inspection the contractor was attempting to apply the surface treatment to the inside lane of the freeway. Due to problems encountered with the aggregate spreader he was only able to complete a section about 200 ft. in length. The contractor originally scheduled 3 days to complete the treatment to the three lanes involved; however, because of equipment problems it now appears that it will take several days additional time to complete the work.

(more)

EEO

All required EEO posters and the schedule of minimum hourly wage rates were being displayed in a satisfactory manner. Due to the size of the project, the On-the-Job Training special provisions were not included in this contract.

Traffic Control

In accordance with contract specifications the temporary protection and direction of traffic is being handled by State forces. At the time of this inspection the traffic was being handled in a highly satisfactory manner.

RECEIVED
OCT 24 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG 22 1972
FOR FILING
STATE OF OREGON
1859
7/7/2

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 17, 1972

NOTED
A. E. JOHNSON

Mr. Jerry L. Rieker
Regional Manager
Prismo Universal Corporation
12211 S. E. 60th Place
Bellevue, Washington 98006

cy 8-17-72

Dear Mr. Rieker:

We have completed testing samples by both bidders on the Interstate 5 Anti-Skid Project. All samples were found to meet specifications and the award is being made to the low bidder.

I appreciate you meeting with the Review Panel who was charged with the responsibility of making the award of this project.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

bc: Tom Edwards
F. B. Klaboe
A. E. Johnson
L. H. Young
Frank McKinney

RECEIVED
AUG 17 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

7792

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE August 16, 1972

TO Tom Edwards
State Highway Engineer

FROM E. S. Hunter
Assistant State Highway Engineer

SUBJECT Nonskid Pavement Treatment
S.W. Corbett U'xing Section
Pacific Hwy. Multnomah Co.

Bids were received on the subject project on July 27. Two bids were received for the job. Due to the specialized characteristics of the work and of the necessarily restrictive nature of the specifications, a board was comprised to evaluate qualifications of the contractors and the suitability of equipment contemplated for use on the project, along with evaluation of materials offered. The board consisted of A. E. Johnson, Frank McKinney, L. H. Young and myself.

Interviews were held with both Adhesive Engineering and Prismo. At the conclusion of the interviews, it was the opinion that both contractors met the intent of the specifications insofar as experience is concerned. They had previously been asked to submit samples for physical testing of their aggregates and epoxy cement. These were tested by the laboratory.

The laboratory reports show that the aggregates from both Prismo and Adhesive Engineering passed the test and appeared to be identical. The laboratory reported that the curing time for Adhesive's cement differed; the Prismo Company's meeting the curing time and Adhesive Engineering requiring too long to cure and not meeting the minimum curing time set forth in the specifications.

Due to this circumstance, we called Mr. Connolly of Adhesive Engineering who responded with new samples of adhesive cement with instructions for use and testing. These samples met the specifications in good shape. Laboratory reports concerning the various tests are attached.

We had been reluctant to award the contract to Adhesive Engineering as the site for installation of the nonskid treatment is most critical, having high traffic volumes, peaking twice a day and filling the existing three lanes. The curing time was the critical factor in making the three lanes available in the time between traffic peaking.

Award APPROVED
STATE HIGHWAY ENGINEER
DATE: 8/16/72

However, in view of our most recent tests of Adhesive Engineering's epoxy cement, we are of the opinion that the job should be awarded to them on the basis of their more favorable bid.

Your concurrence in the award of this project to the Adhesive Engineering Company is requested, after which we will request the FHWA to concur in the award.

Attach.

LHY:dg

cc F. B. Klaboe
A. E. Johnson
L. H. Young
Frank McKinney

Form E-60—(Rev. 5-72)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 72 - 14356
Data Sheet No. None
Prefix 626-1086
Laboratory charge $15.00

EPOXY ADHESIVE

Project S. W. Corbett Ave. U'xing.
Highway Pacific
Contractor To be determined No.
Submitted by E. Hunter
Source of Material Adhesive Engineering Co.
Sampled or inspected at San Carlos, Calif. To be used Anti-skid pavement treatment
Sampled or inspected by J. E. Curtis, Adhesive Eng Quantity represented

Date received Aug. 14, 1972
Date reported Aug. 15, 1972

This report covers testing of Epoxy Adhesive supplied by Adhesive Engineering with a different formulation than that reported on Laboratory No. 72 - 13607.

Sample Identification: Concresive Chipseal, AEX-1042

Test panel applied on concrete with surface temperature of 96° F. Adhesive set at the end of 1½ hours. At the end of 2 hrs., material extremely well set.

RECEIVED
AUG 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- X ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer — Rulien
- X ☐ Resident Engineer — Adams
- X ☐ District Engineer
- X ☐ Files
- X — E. Hunter
- 2 X — Chidsey
- X

RECOMMENDATION:

Material as represented by this sample does, ~~does not~~ comply with specifications.

John C. Jantzen

A
BEMIS
ASSOCIATE

ADHESIVE ENGINEERING COMPANY
1411 INDUSTRIAL ROAD SAN CARLOS, CALIFORNIA 94070
PHONE (415) 592-7900
TELEX 34-8459

August 10, 1972

Mr. E. S. Hunter
Assistant State Highway Engineer
Oregon Department of Transportation
State Highway Building
Salem, Oregon 97310

Dear Mr. Hunter:

Following your perplexing phone call Thursday, August 10, wherein you related to me that our Chipseal binder failed to meet specification in terms of cure time, I received a second call from your laboratory asking me to furnish additional aggregate together with the new binder sample I was sending.

That second call was a most fortunate event because in the course of conversation it developed that the two components of the binder had not been temperature conditioned prior to mixing as it is when applied by our machine. This obviously has a considerable effect upon the cure time, and is the reason I found it difficult to believe the time to cure you related to me.

Depending upon the temperature conditions at the job site we select a conditioning temperature for the components in the distributor truck, generally this is in the range of 115°F - 125°F though in very severe hot weather it could be lowered to 105-110°F.

I am reasonably certain, and our laboratory will confirm, cure time on the balance of material from which the first sample was taken.

RECEIVED
AUG 14 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Unfortunately I must in all candor admit to a good share of the blame for this error in that in my haste to get to Salem for your meeting I did not check to see that preparation instructions were included with the samples.

Very truly yours,

ADHESIVE ENGINEERING COMPANY

W. F. Connolly
Executive Vice President

WFC:mh

RECEIVED
AUG 11 1972
FOR FILING
7792

August 10, 1972

L. H. Young
Al Johnson
Frank McKinney

I-5 Anti-skid Project
Corbett U-Xing

B U I L D I N G

At Mr. Edwards' request, I called Adhesive Engineering to advise them that their epoxy binder sample tested in connection with the I-5 anti-skid project did not meet cure time specifications. Mr. Connolly said that was easily corrected and that the cure time could be speeded up to come well within specifications. He further advised that this would not have a dilatory effect on the quality of the binder.

He is shipping tomorrow morning direct to the lab, a sample of the epoxy binder which he would propose to use and which he claims will meet specifications. Following a conversation with Adhesive, I called Jim Chidsey of the lab who conducted the previous tests on the binder and he confirmed the comments of Mr. Connolly. Test results will be available late Tuesday if the binder is received on Monday.

E. S. Hunter
Assistant State Highway Engineer

cc: Tom Edwards
F. B. Klaboe
ESH:el J. E. Chidsey

DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-5-72

FOR FILING

FROM: G. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

TO: 7792

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

7-12-72

FEDERAL AID PROJECT NO. I-5-1-5-6(75)299		
STATE PROJECT NO. S.W. CORBETT AVENUE UNDERCROSSING SECTION		
PROGRAM NO.	COUNTY NAME MULTNOMAH	
ITEM NO. 1-700	PROGRAM STAGE (Check) [ ] 1, [X] 2.	

DATE PS&E APPROVED: JULY 5, 1972	DATE AUTHORIZATION EFFECTIVE: JULY 5, 1972	FEDERAL ROUTE NUMBER: INTERSTATE ROUTE 5
		STATE ROUTE NUMBER: PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:
CITY OF PORTLAND

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $2,000.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS

- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $2,000.00

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JUNE 30, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUEMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-5-72	G L Green	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.C

FORM PR-9 (REV. 6-61)

6-26-72

REQUEST FOR AP
OF INDIVIDUAL PROJECT
(PPM 21-1 AN

CARD	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65			FUTURE (66)(70)	YEAR (71)(72)
2		I-5 Corbett Ave. Intchge. (Portland)	ADT	67,000	89,000	92

CARD	CHARACTER OF PROPOSED WORK (35 spaces) 28 62	NATL. FOREST (63)(65)	FOR MISCELLANEOUS FUNDS ONLY					
			FH ROUTE NO (66)(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75
3	Nonskid Surfacing						EHS	

CARD	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME
4	Interstate	Multno

NAME OF URBAN AREA 17-31	F.A. SYSTEM
Portland	Interstate

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST
1	(14-15)	16	41	42	43 - 46	53					(54)(56)	(59) (66) (67
5					PE ROW CONST		ITEM AS NOW PROGRAMED	700	I-5-6(75) 299	I-5 Corbett Ave. Intchge. (Portland)(MP 298.20 to MP 298.93)	0.73	340,000
										PROJECT TOTAL	0.73	340,000
5					PE ROW CONST		RE-QUESTED REVISION	700	I-5-7(75) 299	I-5 Corbett Ave. Intchge. (Portland) (MP 298.63 to MP 298.93) (Northbound)	0.30	75,000 (16) (23) (24
										PROJECT TOTAL	0.30	75,000

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	REASON FOR CHANGE: To bring the project length and the work authorized for this experimenta
1	COLUMN 14 ⟶ CODE 11	CODE 2	

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED
June 13, 1972	DATE June 26, 1972	DATE
OTHER:	SIGNATURE	SIGNATURE
	Programing Engineer	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

6-26-72

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

6-26-72

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

			FUTURE YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
and)	ADT	67,000	89,000 / 92	10	Oregon	35	042	700

FOR MISCELLANEOUS FUNDS ONLY

ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR
				EHS	

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER-AGR. NO.
EHS-I-	5-6(75)

I PROJECTS ONLY

POST MI.	DESIG.
299	

COUNTY NAME: Multnomah — CODE 051

F.A. SYSTEM: Interstate — RTE NO.: I — FEDERAL AID: I-5 — STATE — U.S.: I-5

CT ER	TERMINI	MILES	PROJECT COST: TOTAL COST	PROJECT COST: FEDERAL FUNDS	PROJECT COST: STATE FUNDS	CHARACTER OF PROPOSED WORK
75)	I-5 Corbett Ave. Intchge. (Portland)(MP 298.20 to MP 298.93)	0.73	340,000	312,000	28,000	Nonskid epoxy-sand overlay of existing PCC pavement structure.
	PROJECT TOTAL	0.73	340,000	312,000	28,000	
75)	I-5 Corbett Ave. Intchge. (Portland) (MP 298.63 to MP 298.93) (Northbound)	0.30	75,000	69,100	5,900	Nonskid epoxy-sand overlay of existing northbound PCC pavement (approx 5,800 sq.yds.)
	PROJECT TOTAL	0.30	75,000	69,100	5,900	

REASON FOR CHANGE: To bring the project length and cost into conformance with the extent of the work authorized for this experimental safety project.

RAM REVISION REQUESTED	RECOMMENDED	APPROVED
, 1972	DATE	DATE
	SIGNATURE	SIGNATURE
Engineer	TITLE	TITLE

ancing, show both classes of funds involved.

USCOMM-DC 48808-P61

TRANSACTION NUMBER 6-22

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 6-13-72
BY (Signature): MR. YOUNG'S APRIL 19, 1972 LETTER
TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 *
ITEM NOS. _____ THRU _____

STAGE 2
ITEM NOS. 700 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
700	EHS-1-5-6(75)299	0.73	340,000	312,000	I-5 CORBETT AVE. INTERCHANGE	NON-SKID EPOXY SAND OVERLAY ON EXISTING PCC PAVEMENT.

6-15-72

Young

REMARKS (Division)

THIS PROGRAM APPROVAL IS GRANTED ON THE CONDITION THAT THIS WILL BE AN EXPERIMENTAL PROJECT LIMITED TO APPROXIMATELY 5000 SQUARE YARDS ACROSS ALL THREE NORTHBOUND LANES IN THE AREA OF HIGHEST ACCIDENT CONCENTRATION IN ADVANCE OF THE CORBETT EXIT.

WE CONCUR THAT IT IS IN THE PUBLIC INTEREST TO NEGOTIATE A CONTRACT WITH THE PRISMO UNIVERSAL CORPORATION FOR THE CONSTRUCTION OF THIS EXPERIMENTAL PROJECT. YOU ARE AUTHORIZED TO PROCEED WITH THE NEGOTIATION. ACTUAL AWARD OF CONTRACT WILL BE SUBJECT TO OUR REVIEW AND CONCURRENCE.

RECEIVED
JUN 19 1972
FOR FILING

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		6-13-72	ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
JUN 5 - 1972
FOR FILING

7792

June 5, 1972

Mr. Jerry L. Rieker
Regional Manager
Prismo Universal Corporation
12211 S. E. 60th Place
Bellevue, Washington 98006

Dear Mr. Rieker:

Thank you for the Washington State specifications covering spraygrip. We have received Federal Highway Administration approval to do an experimental project on the Baldock Freeway in the vicinity of the Corbett Exit covering approximately 5,000 square yards.

Mr. Bothman and Mr. Rulien are to select about the magnitude and work it up for contract July 27.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

bc: Tom Edwards
F. B. Klaboe
Lloyd Shaw
R. N. Bothman
Frank Hall
Clarence Swenson
L. W. Rulien

Specifications sent to Clarence Swenson

M E M O R A N D U M

PRISMO UNIVERSAL
CORPORATION
4 RESEARCH PLACE • ROCKVILLE, MD. 20850, U.S.A.
TELEPHONE: (301) 948-5800

TO MR. ED HUNTER DATE 5-26-72

FROM JERRY THEIKER

SUBJECT SPRAYGRIP

DEAR ED;

ENCLOSED IS A COPY OF THE WASH. STATE SPECIFICATION FOR SPRAYGRIP. WE HAVE BEEN AWARDED THE CONTRACT WITH THEM AND WILL BE INSTALLING OUR PRODUCT SOME TIME IN JUNE OR JULY.

I WOULD LIKE TO DISCUSS YOUR PLANS FOR A INSTOLATION IN THE PORTLAND AREA.

BEST WISHES

JERRY

RECEIVED
MAY 31 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 22, 1972

In reply refer to: 10-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon - EHS I-5-6(75)299
Proposed Safety Project for Improving
Skid Resistance on I-5 in Portland

Mr. Young's April 19, 1972 letter clearly establishes the need to apply all feasible and available corrective measures to reduce accidents in the Corbet Ave Interchange area.

The proposal to apply Spray-Grip has been reviewed within FHWA and it is considered that performance of this material to date warrants an experimental project of a limited scope. It is suggested you consider an experimental project of approximately 5000 square yards placed in the area of highest accident concentrations across all 3 northbound lanes in advance of the Corbett exit. It is also suggested that an evaluation be made to determine if the heavily pitted condition of this pavement would preclude the application of a reasonably effective coat of the Spray-Grip.

It is also suggested that the accident experience warrants consideration of a reduced speed zone north of the Terwilliger curve.

Visibility to the northbound approach signs for the Corbett exit could be improved by some tree and bush cutting.

Bk
Hort

RECEIVED
MAY 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

NOTED
E. S. HUNTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
JUL 17 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7792

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 19, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Safety Improvement Project for Nonskid Surfacing**
Corbett Ave. Intchge. (Portland) Sec.
Project No. EHS-I-5-6(75)299

We are submitting program data for one Interstate Safety Improvement Project, Item No. 700, Project EHS-I-5-6(75)299, "Corbett Ave. Interchange (Portland) Section", which we desire to have included in the Federal-aid Interstate Highway Program.

The project qualifies for the "EHS" and "Safety Improvement" classification under PPM 21-16, IM 30-5-71 and IM 21-3-68, based on the information and data as set forth hereinafter.

The portland cement concrete wearing surface, of both north- and southbound travel lanes have been abraided by traffic until the aggregate in the concrete has been exposed, and this condition now results in an extremely low skid-resistant factor which, especially during wet and/or icy conditions, presents the motorist with a major traffic hazard of loss of control by skidding. The exposed aggregate condition is shown by the enclosed set of photographs.

The gradient on this section is a +2.67% on southbound and a -2.67% on the northbound travel lanes (three each direction-divided) which, combined with the low skid resistance of the surfacing (less than the SN-35 limit set by IM 21-3-68) and wet or icy conditions, has been the major contributing factor

for the 107 rear-end and side-swipe accidents (during wet weather) out of a total of 185 accidents occurring during 1968, 1970 and 10 months of 1971 as shown on the enclosed Collision Diagram of 12-15-71.

The accident rate on this section (three-year average) is 3.68 which is approximately 2.75 times greater than the three-year average rate of 1.34 for Primary Freeways in urban areas.

Three alternate methods of increasing skid-resistance were considered: (1) longitudinal grooving which has objectional driving characteristics, (2) PCC overlay which would require extensive adjustment of facilities such as guard rail, barriers, structures, etc., and (3) removal of existing PCC pavement, and replace with new PCC pavement which would involve considerable construction time under very heavy traffic conditions. Based on the foregoing, it was determined that a texturizing overlay was the only feasible solution to the problem with an estimated cost plus construction engineering of approximately $340,000.

It is our opinion that the texturizing overlay of epoxy-sand grout will reduce the current accident rate of 3.69 to the present average of 1.34 for Primary freeways in urban areas. This reduction in accidents amounts to an annual savings of $93,290, based on National Safety Council estimates of Traffic Accident Costs. This amount amortized over a period of 10 years, which is a reasonable expected life of the texturizing, would be $686,700 and we therefore feel the expenditure of $340,000 for the project is justifiable.

We are enclosing as additional supporting data for the Safety Improvement Project, two copies of Mr. David R. Weaver's (Traffic Investigator) memorandum with attachment to Mr. Val Johnson of our Traffic Section, dated March 31, 1972.

In view of the fact the epoxy-sand grout skid-resistant overlay treatment has not been used to any appreciable extent, to our knowledge, in this portion of the Northwest, we request the work be classified as a "Category 2 Experimental Project". The necessary work plan required by PPM 20-6.3 will be submitted with P.S. & E. documents.

We feel that it is in the public interest to negotiate a contract for this work with the Prismo Universal Corporation, as their product indicates it will produce the non-skid surface which we

are attempting to obtain, and they are also equipped and staffed to perform such a job. We request your concurrence in this method of securing a contract. The negotiated contract will be submitted for your approval before award. Enclosed is a copy of a memorandum of April 4, 1972 from our Maintenance Section setting forth a tentative quote from Prisma Universal Corporation.

Enclosures

RWC:dg

FORM S-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1972

SUBJECT: Spray Grip, I-5

To: L. H. Young
PROGRAMMING ENGINEER

B U I L D I N G

Please program the application of Prismo Spray Grip skid protection to the following section of I-5:

MP 298.20 - 298.93
0.73 miles
3 lanes northbound
3 lanes southbound

Estimated cost of all items:

30,832 sq.yds. @ $9.50 sq.yd. =	$292,904.00
Traffic Control	15,096.00
	$308,000.00

Federal participation is expected.

The quote by Prismo for the Spray Grip is a package deal. Construction engineer costs to the State should be nil.

The traffic control would be by state forces.

Night time operations would be a must.

NOTED
R. D. ASBURRY

Robert N. Bothman
Maintenance Engineer

By: Carl M. Williams
Carl M. Williams
Maintenance Services Engineer

CMW:mlp
cc: L. W. Rulien
L. E. George

RECEIVED
APR 5 1972
PROGRAMING SECTION

Chas Swanson Hall
4-5-72

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
March 31, 1972

To: Val Johnson
Traffic Control Engineer
B U I L D I N G

SUBJECT: Proposed Safety Project
Pacific Highway No. 1
M.P. 298.20-298.93 (3.21-2.48)

Pursuant to the requirements of Instructional Memorandum 10-21-71, the following items are documented in support of the proposed Safety Project of texturing the surface of I-5, M.P. 298.20 to 298.93.

1. Analysis of the accident history of this portion of I-5 indicates a need for corrective work of a type that would reduce the number of rear-end and sideswipe accidents and the severity of accidents. Of all the accidents occurring on the subject section, 98 of 185, or 53%, occur during wet surface conditions and 9 of 185 or 5% occur during icy surface conditions. This portion of I-5 is on a 2.67% gradient uphill to the south and is a six-lane divided freeway. Any disruption of traffic flow northbound by vehicles slowing for the curve at M.P. 298.7 or changing lanes for the Corbett Street off-ramp causes vehicles in the rear to slow down. This deceleration on a down grade is inhibited by the lack of surface texture with the resultant low SN of below 35, and is critical during inclement weather conditions. As shown on the collision diagram, disproportionate numbers of accidents occur with the greatest number being of the rear-end type and sideswipe type.

   The analysis of the uphill southbound traffic accident patterns indicate that slow-moving trucks in the right lane cause lane changes or deceleration by the faster moving traffic. This is borne out by the large number of rear-end and sideswipe accidents occurring. The lack of surface texture contributes to the problems as noted above for the northbound lanes.

2. The accident rates per million vehicle miles on these portions of I-5 are appreciably higher than the statewide average accident rate for State Primary Freeways in urban areas. These averages were 1.60 in 1970, 1.04 in 1969, and 1.39 in 1968, with the three year average being 1.34. The accident rate on this portion of I-5 was 3.68 accidents per million vehicle miles for northbound and southbound, 1968, 1970 and ten months of 1971. This is about 2 3/4 times the three year average noted above.

3. Three alternate safety improvements were considered for this section. The first, longitudinal grooving of the surface, has objectionable driving characteristics. The second, overlaying the existing PCC with another layer of PCC, would require extensive adjustment of guardrail, median barrier, safety devices and structures. The third, removal of existing PCC and replacement with new PCC, would involve considerable construction time under heavy traffic. From this it was determined that texturing was the only feasible solution to the problem.

4. A cost effectiveness analysis has been made and outlined in a previous letter. The following assumptions were made: That texturing would reduce the accidents to the estimated 1971 statewide average of 1.63 accidents per million vehicle miles for the state highway primary urban freeways. That there were 24,166,312 vehicle miles traveled during 1968, 1970 and ten months of 1971 (from the 0.73 mile length and the ADT's tabulated in the Oregon Traffic Volume Tables). That the cost of an injury in an automobile accident was $2,600 and the cost of an auto accident without injuries was $390 (from the National Safety Council estimates of Traffic Accident Costs). That the Oregon Average Accident cost in 1970 was $1,304.24 in urban areas (from NSC accident costs combined with the number of accidents, fatalities and injuries occurring in urban areas).

   The calculations from these assumptions reveal that the 101 northbound accidents included 36 injury accidents with 80 injuries and a cost of $233,740 and the 84 southbound accidents included 37 injury accidents with 46 injuries and a cost of $137,540. The total accident costs for the 34 month period was $371,280. If the accidents and costs were reduced to the statewide average as previously noted, the 34 month cost would have been $53,500 for northbound traffic and $53,500 for the southbound traffic for a total of $107,000 for the 34 month period. As a result of prorating the difference over a 1034 day period, it was determined that the annual cost was $93,290 with $63,620 of this amount in the northbound lanes and $29,670 in the southbound lanes. This amount annually would amortize ($1,284,000 total, $875,000 northbound and $410,000 southbound) over a 30 year period and ($686,600 total, $467,000 northbound and $218,200 southbound) over a ten year period. The 30 year amortization is detailed as the standard time comparison used by the Division for project life, and the 10 year comparison is shown as a more expected life span of texturing.

5. This portion is mentioned in the Division's Accident Listing by rate and priority number in the years 1968 through 1971 and the 5 year listing 1967 through 1971. The range is from Priority No. 306, 440, and 493 in 1968; Priority 303, 424, 444, 454, 457 and 472 in 1969; Priority 488 in 1970; Priority 375, 466 and 494 in 1971 and Priority No. 442 in the 1967-71 listing. Although these priority numbers may seem low, it must be noted that at present the system does not adjust the accident rates for high and low volumes of traffic and the 70,000 ADT is about 31 times the statewide average ADT. This portion of Interstate 5 is currently Priority No. 3 on the Priority Listing for Interstate Highways in the Portland Metropolitan area. The total number of accidents occurring should call attention to the priority of this section. This Priority List excluded the Banfield Freeway.

These items are offered in support of this proposed Safety Project as per the requirements of IM 10-21-71.

David R. Weaver
Traffic Investigator

DRW:lp

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

4-20-72

FEDERAL-AID PRO (PPM 21-

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

2

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(63)	ADT	67,000 (66)	89,000 (70)	92 (71) (72)	10	Oregon	35 (2) (3)	042 (4) (9)	700 (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(69)	(70)	(71)	EHS (72) (73)	(74) (75)	EHS-I- 14 23	5-6(75) 7 13		299 (24) (26)	27

COUNTY NAME: Multnomah — CODE: 051 (14) (15)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I — FEDERAL-AID: I-5 (32) — STATE: (36) (37) — U.S.: I-5 (41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			
					Nonskid epoxy-sand overlay of existing PCC pavement structure.
0.73	340,000	312,000	28,000		ROW- 300' normal; access control - full; parking restrictions - complete.
0.73	340,000	312,000	28,000		
(15)	(23) (24)	(33)			

REMARKS

Additional Data: Item 63, 86 & 148
I-5-6(8), I-5-6(11) & I-5-6(5)

-OVER-

USCOMM DUSCOMM-DC 48908-P61

CORBETT AVE. INTERCHANGE (PORTLAND) SECTION

PROJECT EHS-I-5-6(75)299

Existing Facility: Six 12' lanes high-type pavement with 10' R shoulder and 8' median with median barrier.

Project Data: The project consists of applying an epoxy-sand overlay on the existing PCC pavement of the north- and southbound lanes to increase the skid resistance by texturizing to provide safer vehicle operation under adverse weather conditions.

The project qualifies as "EHS" and "Safety Improvement" under paragraph (a) and (c) of Section "Emergency Highway Safety Program" of IM 30-5-71.

The section has an accident rate of 3.68 (years 1968, 1970 and 10 months of 1971) as compared with three-year average rate of 1.34 for Primary Highways in urban areas. There have been a total of 185 accidents with 108 accidents during inclement weather.

Public Hearing: Not required under the provisions of paragraph 6c of PPM 20-8.

Clearinghouse Review: Exempt under State and District 2 Clearinghouse working agreements dated April 28, 1970 and October 16, 1970, respectively.

Location/Design Approval: Considered to have been given for the above-described "Safety" work when FHWA accepted the AASHO publication, the "yellow book", "Highway Design and Operational Practices Relating to Highway Safety - February 1967".

Environmental Statement: Not required as design approval granted prior to January 1, 1969.

Unusual Circumstances: This project is being programed as an "Experimental Category 2 Safety Improvement" as provided by PPM 20-6.3 and PPM 21-16. The required work program will be submitted with the PS & E documents.

It is the present intention to negotiate a contract with Prismo Universal Corporation for the complete application of the "Prismo Spray Grip" texturizing.

RECEIVED
APR 12 1972

Larry Rulien
Portland

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

97792

April 5, 1972

RECEIVED
APR 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Mrs. Mary E. Pritchard
6933 SW 35th Avenue
Portland, Oregon 97219

Dear Mrs. Pritchard:

We wish to thank you for your kind note of April 1, 1972 concerning our safety project on I-5 in the vicinity of Terwilliger Boulevard and Corbett Avenue. We also concur in your hope that this project will result in a reduction of accidents.

In regard to the sign at the intersection of Southwest Broadway and Lincoln, we will have our regional engineer examine the sign and make such repairs as are necessary.

Your interest in highway safety and kind words are greatly appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

RLS:el

NOTED
R. L. SCHROEDER

bcc: Tom Edwards
F. B. Klaboe
L. W. Rulien - Larry, please examine the sign at SW Broadway and Lincoln.

Lenice Schroeder
Region one engineer is certain
new one has been ordered
Larry

REGION 1
RE ☐ RME ☐ RCE ☐ CE ☐
APR 6 1972
TE ☐ UE ☐ DES ☐ SEC ☐

Edwards

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

August 13, 1969

Mrs. Mary E. Pritchard
6933 S. W. 35th Avenue
Portland, Oregon 97219

See: Mailed to Edwards Team

Dear Mrs. Pritchard:

I have your letter of August 12 in which you attached the Portland Cement Association advertisement for what is commonly known as a GM (General Motors) median rail.

This rail has been used recently to an advantage on highway installations in all states, including Oregon, and has proved very effective.

Kuebler

The problem on the freeway in the vicinity of the Terwilliger crossing has been a nagging one and we are trying to work out a solution. The problem is quite complex and not subject to easy solution; however, I am sure that as a part of the work, we will include a GM-type rail.

I appreciate your interest in highway safety and thank you for your letter.

Very truly yours,

Forrest Cooper

Forrest Cooper
State Highway Engineer

RECEIVED
APR 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FC:fn

4/1/72

NOTED
TOM EDWARDS

Dear Mr Cooper -
I'm very pleased to see the installation of median rail on the vicinity of Terwilliger crossing and Corbett. Lets hope it cuts down on Highway accidents. The widened part from Multnomah Blvd is good - The large sign at intersection of S.W. Broadway and Lincoln is bothersome - did you know?

Mrs Pritchard

FOR FILING

7792

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 5, 1972

To: L. H. Young
Programming
B U I L D I N G

SUBJECT: Proposed Safety Project
Baldock Freeway
Spray Grip Project

On April 4, Mr. Hunter requested Mr. Bothman to provide you with details to use in programming the Baldock Freeway spray grip project as an Interstate Safety Project.

I am attaching a report which may be used as justification in programming this work as a safety project. The justification is primarily on an accident analysis basis. However, we do have a cost benefit analysis also in the report.

L. E. George
Traffic Engineer

LEG:lp
Attachment
cc: E. S. Hunter
R. N. Bothman

NOTED
E. S. HUNTER

RECEIVED
APR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 5 - 1972
FOR FILING

7792

April 4, 1972
Salem, Oregon

Mr. R. N. Bothman
Maintenance Engineer

BUILDING

Please work up the spray grip project which we were discussing for that area on the Baldock Freeway near Corbett Street and in the vicinity of the bus accident. Submit the details to Mr. Young for his use in attempting to secure FHWA approval for an Interstate Safety Project.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: L. H. Young
Bud George

RECEIVED
APR 3 - 1972
FOR FILING

FORM E-30 (REV. 10-69)

7792

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1972

SUBJECT:

To:

E. S. Hunter
Assistant State Highway Engineer

O F F I C E

I believe you are working on the Terwilliger problem in Portland. This study should be expedited and an attempt made to get financing with Interstate funds as a safety project.

F. B. Klaboe
Deputy State Highway Engineer

FBK:ia

cc Tom Edwards

original to
adrian Olson
4-3-72

NOTED
E. S. HUNTER

3-31-72
Adrian Olson
How are coming?
EH

RECEIVED
APR 4 - 1972
FORM E-30 (REV. 10-69)
FOR FILING

7792

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16, 1972

SUBJECT: Spray Grip Experiment
I-5

To: E. S. Hunter
ASST. STATE HIGHWAY ENGINEER

B U I L D I N G

Skid resistance between the end of the grooving (MP 297.73) and the S. W. Corbett U-xing (MP 298.93) is as follows:

	Northbound	Southbound
Outside Lane	0.17-0.32	0.40-0.40
Center Lane	0.27-0.36	0.42-0.35
Inside Lane	0.38-0.25	0.36-0.42

A reading of 0.6 is excellent. Anything below 0.3 is poor.

The highest density of accidents is between Iowa Street O-xing (MP 298.24) and S.W. Corbett Street U-xing (MP 298.93). Approximately 40% more accidents occur in the northbound lane. This can be attributed to three factors:
1. Down grade
2. Corbett Street off-ramp
3. Marginal skid resistance

The accident rate northbound is 3.93. The accident rate southbound is 2.87. 1970 State Urban Average = 1.63.

Traffic Engineering recommends a Prismo Spray Grip application from MP 298.20 to 298.93, which is ~~0.78~~ 0.73 mile, on the northbound and southbound lanes.

30,832 sq.yds. at $10.00 a sq.yd., including all items = $308,000. This cost is approximately $400,000 per six-lane mile.

Prismo Spray Grip is primarily emery dust in an asphalt based epoxy. The color is black.

4-3-72 original to Bathman

NOTED
E. S. HUNTER

3-31-72
Bathman
Submit in January
for programming
ESH

A 4,000 sq.yd. test section would be 445 ft. long with a 72' (6 lane) width, or 890 ft. (3 lane)width.

The price quoted by Prismo is $9.75/yd. for 4,000 sq.yd., or $39,000.

The exact location of the test section should be the northbound lane between the breakpoint of the S.W. Corbett Street exit and 890 feet south.

Your approval is recommended.

Robert N. Bothman
Maintenance Engineer

By:

Carl M. Williams
Maintenance Services Engineer

CMW:mlp
Attachment

RECEIVED
MAR 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

PACIFIC HIGHWAY No. 1

Estimated Completion Hubbard Interchange Nov. 1971

Revised OCTOBER 1955
APRIL 1971

	292.20		U-Xing, S. Tigard Interchange End Frontage Road (Rt.)
	292.43		Begin Frontage Road
	292.55		City Limits
	292.57		Jct. Hwy. No. 144 (N. Bnd.)
	293.13		End Frontage Road Begin Interchange
	293.30		U-Xing, S.W. Haines Road (Co.) City Limits
	293.43		County Line, City Limits
	293.53		Begin Interchange
	293.77		U-Xing, Hwy. No. 1W Conn.
7.59	293.82		U-Xing, PACIFIC HWY. WEST No. 1W (M.P. 7.42)
7.57	293.85		End Frontage Road (Rt.)
7.47	293.94		Begin 6 Lane
7.38	294.04		End Interchange
7.36	294.06		Begin P.C. Conc. Pvmt.
6.95	294.86		Begin Interchange
6.87	295.04		U-Xing, (PACIFIC HWY. WEST No. 1W (Capitol Hwy. (Co.), South City Limits
6.20	295.21		End Interchange
5.88	295.53		Conn. to S.W. Taylors Ferry Road
5.41	296.01		*Tryon Creek*
5.38	296.04		O-Xing, S.W. 26th Ave.
5.12	296.30		Begin Interchange (S.W. 24th St.)
5.08	296.34		U-Xing, S.W. Spring Garden St. (Co.)
4.96	296.46		U-Xing, S.W. 19th Ave. (Co.)
4.87	296.55		U-Xing, S.W. Multnomah Blvd.
4.45	296.96		End Interchange
4.23	297.18		U-Xing, S.W. Terwilliger Blvd.
4.08	297.83		End Interchange
3.87	297.55		U-Xing, S.W. Brier Place
3.17	298.24		Iowa St. O-Xing
2.48	298.93		U-Xing, S.W. Corbett Ave.
2.19	299.23		O-Xing, No. 3 (S. Bnd. M.P. 0.06N)
	299.54		Jct. Hwy. No. 61 (N. Bnd.)
		299.52S	Begin Interchange
		299.56S	Jct. STADIUM FREEWAY HWY. No. 61 (M.P. 0.00) Jct. I 405
	299.76	299.75S	U-Xing, MT. HOOD HWY. No. 26 (Ross Island Bridge) (M.P. 0.39)

TIGARD — PORTLAND

WASHINGTON CO. / MULTNOMAH CO.

FAP 45 — FAI 5 Enlargement (2 times)

Beldock Safety Rest Area
M.P. 281.29 (S. Bnd.)
M.P. 281.63 (N. Bnd.)

WILSONVILLE

24.05	277.36	U-Xing, Donald Road (Co.)
23.92	277.48	End Frontage Road
23.43	277.98	*Creek*
23.02	278.39	Begin Interchange
22.74	278.67	O-Xing, Fargo Road (Co.)
22.45	278.96	End Interchange
22.31	279.10	End Frontage Road
21.99	279.42	OSHD Truck Scales
21.30	280.11	*Deer Creek*
20.74	280.67	O-Xing, Butteville Road (Co.)
20.60	280.31	County Line
20.17	281.24	Begin Frontage Road (Rt.)
20.08	281.33	End Frontage Road (Lt.)
20.02	281.39	Safety Rest Area Connection (Rt.)
19.97	281.45	End Frontage Road (Rt.)
19.77	281.65	Begin 6 Lane
19.38	282.04	Safety Rest Area Connection (Lt.)
19.16	282.25	O-Xing, Hwy. No. 51 (S. Bnd.)
19.13	282.28	O-Xing, Hwy. No. 51 (S. Bnd.)
19.08		
18.82	282.50	U-Xing, Airstrip Road (Co.) (M.P. X0.31)
18.76	282.65	Jct. WILSONVILLE-HUBBARD HWY. No. 51
18.75	282.66	Jct. Hwy. No. 51 (N. Bnd.)
18.52	282.90	End Interchange
18.42	283.00	Begin Bridges
18.31	283.11	*WILLAMETTE RIVER*; S. City Limits
18.20	283.21	End Bridges
18.08	283.33	Begin Frontage Road (Rt.)
17.74	283.67	Begin Interchange
17.53	283.88	O-Xing, Wilsonville-Oregon City Road (Co.)
17.36	284.05	Begin Frontage Road (Lt.)
17.34	284.08	End Interchange
17.29	284.13	End Frontage Road (Rt.)
	282.34	Begin P.C. Conc. Pvmt.
16.93	284.88	U-Xing, Boeckman Road (Co.)

MARION CO. / CLACKAMAS CO.

280 — 285

Existing 6 lane Freeway

Proposed 0.75 mi. 6 Lane Sperry Grade Section

296.89

297.73

298.93

Proposed 4000 S.F. Sperry Grade Test Section (3 lanes Only)

February 8, 1972
Salem, Oregon

Mr. R. N. Bothman
Maintenance Engineer

D I V I S I O N

A short time ago there was a serious accident on the Baldock Freeway near the Corbett exit involving a bus and several automobiles. This was reported to be a skidding accident.

Please select a section through the area where the accident occurred for application of the Prismo product spray grip. Proceed to negotiate a contract for application of the product as soon as weather permits. Keep me posted on your progress.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
December 28, 1971

SUBJECT: Roadway Surface Condition
Pacific Highway No. 1

To: F. B. Klaboe
Asst. State Highway Engineer
B U I L D I N G

Several weeks ago Ernie Valach called and stated that they had received from the Regional Office a report from a Mr. Quillin concerning the Greyhound bus accident that occurred in October near the Corbett Avenue off-ramp on Interstate 5 in Portland. A copy of this report is attached.

Mr. Valach further stated that they would not wish to officially initiate any action with the Highway Division concerning this matter but that he would appreciate it if we would make an analysis of conditions in the area. Such an analysis and report by this office is also attached.

Briefly, the report recommends texturing Interstate 5 for approximately one-half mile section between the north end of the Iowa Street over crossing and the Corbett Avenue off-ramp. Existing pavement conditions and accident record would indicate that this work is warranted. I would recommend that this work be accomplished as a maintenance item by state forces at such time as funds become available.

L. E. George
Operations Engineer

LEG:lp
Attachment

RECEIVED
DEC 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
December 21, 1971

To: Val Johnson
Traffic Control Engineer

O F F I C E

SUBJECT:
Roadway surface condition
Pacific Highway No. 1
M.P. 2.48 - 3.58

Field investigation of the subject area was made on December 16, 1971. It was visually apparent that the Portland Cement concrete wearing surface has been worn to a noticeable extent throughout this area. It was noted that there is a marked change in the texture of the surface where the normal wheel tracks have worn away the uppermost surface. This worn condition is more readily visible in the northbound lanes than the southbound lanes. Photographs of this area show the exposed and abraded aggregate of the concrete in the wheel tracks.

The accident record for the years 1968, 1970, and ten months of 1971 indicate that about forty percent more accidents occur in the northbound lanes than the southbound lanes, M.P. 2.77 to 3.17. The accident rates for this portion of the freeway are 5.96 accidents per million vehicle miles and 4.28 accidents per million vehicle miles for the northbound and southbound lanes respectively. The 1970 average accident rate for urban primary freeway portions of the State highway system was 1.63 accidents per million vehicle miles.

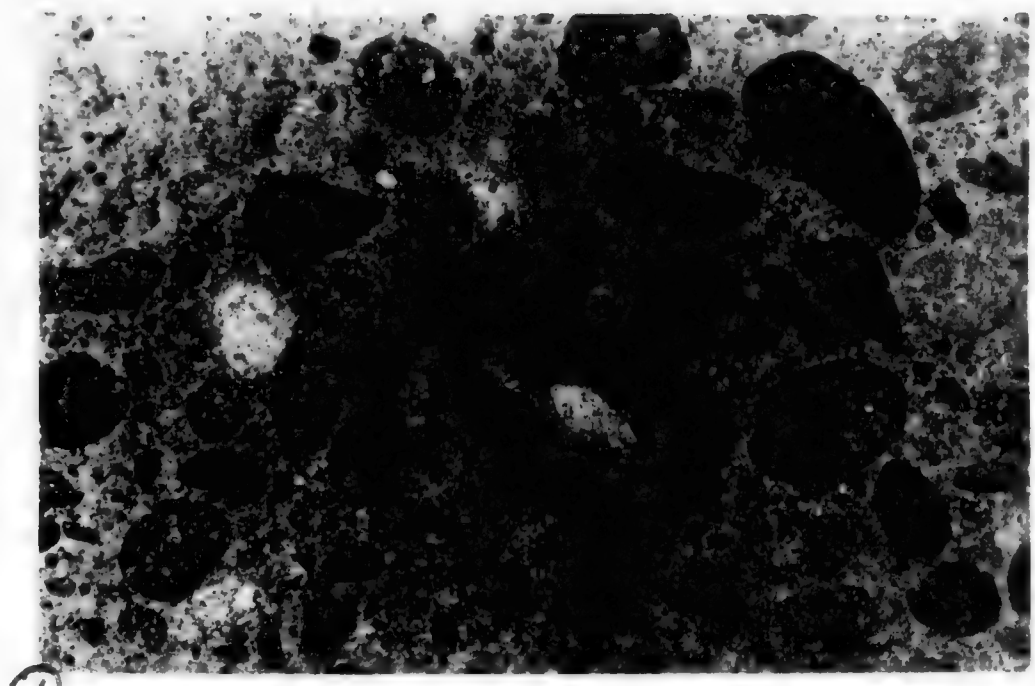
It is probable that the high accident rate of this section of highway is partially due to undesirable surface texture conditions with the difference rate due partly to the 2.67 percent gradient of the area. The northbound traffic goes down hill at this location.

Based upon these factors it is recommended that the surface be textured from M.P. 2.60 northbound to M.P. 3.12 northbound and southbound. This will add texture to the surface between the north end of the Iowa Street overcrossing and the Corbett Street exit. This is the major involvement area of this section. The texturing recommended is the epoxy-sand grout method. Estimated cost of this treatment for six lanes (72 feet wide) 0.52 mile long is $30,000 at $4 per square yard. This is less expensive than grooving and does not adversely affect steering characteristics.

David R. Weaver
Traffic Investigator

DRW:wj

SP*52478-794



(1)

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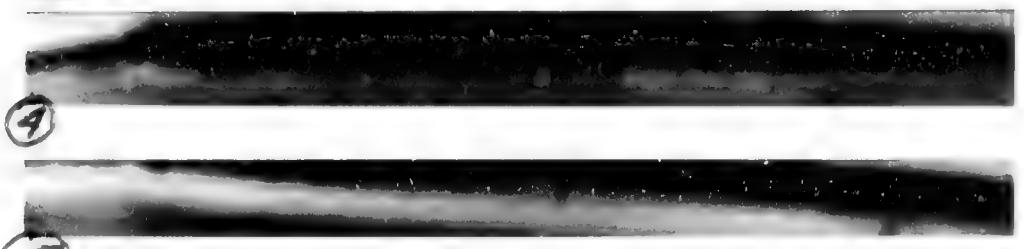

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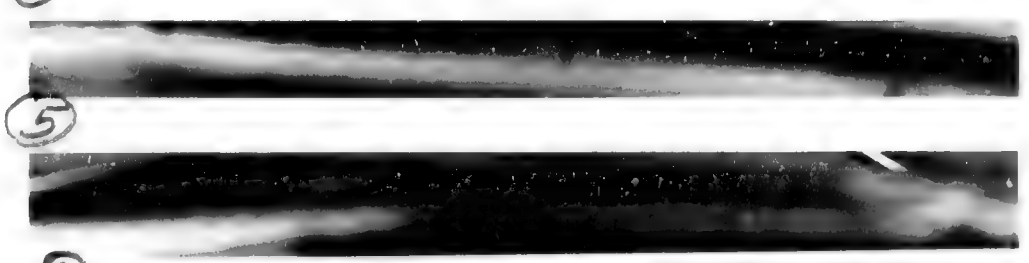


(5)

(6)

(7)

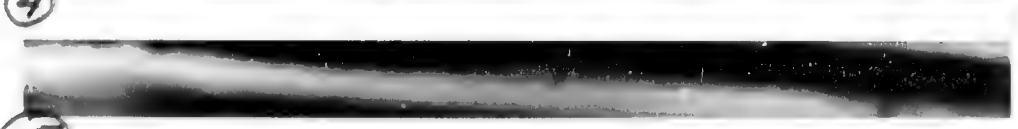
Typical Views
Pacific Highway No. 1
M.P. 2 to M.P. 4
December 16, 1971

1. Exposed aggregate M.P. 2.70 N.B.
2. Side view showing area of picture No. 1.
3. Looking North from M.P. 2.70 N.B.
4. Looking North from M.P. 2.65 N.B.
5. Looking North from M.P. 2.75 N.B.
6. Looking North from M.P. 3.00 N.B.
7. Looking South from M.P. 2.50 S.B.

(2)

(3)

(4)



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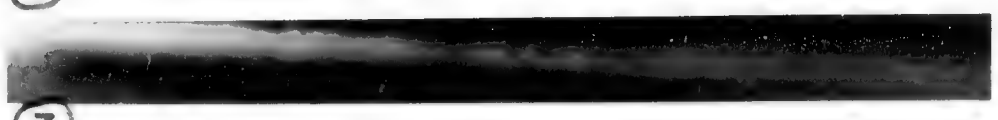

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Typical Views
Pacific Highway No. 1
M.P. 2 to M.P. 4
December 16, 1971

1. Exposed aggregate M.P. 2.70 N.B.
2. Side view showing area of picture No. 1.
3. Looking North from M.P. 2.70 N.B.
4. Looking North from M.P. 2.65 N.B.
5. Looking North from M.P. 2.75 N.B.
6. Looking North from M.P. 3.00 N.B.
7. Looking South from M.P. 2.50 S.B.

(3)

(4)

(5)

(6)

(7)

Typical Views
Pacific Highway No. 1
M.P. 2 to M.P. 4
December 16, 1971

1. Exposed aggregate M.P. 2.70 N.B.
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5. Looking North from M.P. 2.75 N.B.
6. Looking North from M.P. 3.00 N.B.
7. Looking South from M.P. 2.50 S.B.

Typical Views
Pacific Highway No. 1
M.P. 2 to M.P. 4
December 16, 1971

1. Exposed aggregate M.P. 2.70 N.B.
2. Side view showing area of picture No. 1.
3. Looking North from M.P. 2.70 N.B.
4. Looking North from M.P. 2.65 N.B.
5. Looking North from M.P. 2.75 N.B.
6. Looking North from M.P. 3.00 N.B.
7. Looking South from M.P. 2.50 S.B.

Typical Views
Pacific Highway No. 1
M.P. 2 to M.P. 4
December 16, 1971

1. Exposed aggregate M.P. 2.70 N.B.
2. Side view showing area of picture No. 1.
3. Looking North from M.P. 2.70 N.B.
4. Looking North from M.P. 2.65 N.B.
5. Looking North from M.P. 2.75 N.B.
6. Looking North from M.P. 3.00 N.B.
7. Looking South from M.P. 2.50 S.B.

Typical Views
Pacific Highway No. 1
M.P. 2 to M.P. 4
December 16, 1971

1. Exposed aggregate M.P. 2.70 N.B.
2. Side view showing area of picture No. 1.
3. Looking North from M.P. 2.70 N.B.
4. Looking North from M.P. 2.65 N.B.
5. Looking North from M.P. 2.75 N.B.
6. Looking North from M.P. 3.00 N.B.
7. Looking South from M.P. 2.50 S.B.

Typical Views
Pacific Highway No. 1
M.P. 2 to M.P. 4
December 16, 1971

1. Exposed aggregate M.P. 2.70 N.B.
2. Side view showing area of picture No. 1.
3. Looking North from M.P. 2.70 N.B.
4. Looking North from M.P. 2.65 N.B.
5. Looking North from M.P. 2.75 N.B.
6. Looking North from M.P. 3.00 N.B.
7. Looking South from M.P. 2.50 S.B.

Pacific Highway No. 1
M.P. 2.77N to 3.17N

Accident Record by Type
1968, 1970, and 10 months 1971

Year	Guardrail			Median Barrier			Rear-end			Sideswipe			Head-on		
	Total	W	I	Total	W	I	Total	W	I	Total	W	I	Total	W	I
1968	7	6	1	1	1	0	15	8	0	5	2	0	1	1	0
1970	0	0	0	2	2	0	12	7	0	5	3	0	0	0	0
10 mo. '71	2	2	0	2	2	0	19	11	1	7	5	0	0	0	0
TOTAL	9	8	1	5	5	0	46	26	1	17	10	0	1	1	0

Total accidents 78, 50 occurring on wet surface and 2 on icy surface.

W = Wet surface conditions
I = Icy surface conditions

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of Portland County Multnomah
Intersection of Pacific Hwy. and SW. Corbett U-ing To 0.29 Mi. N. of SW. Brier Pl. U-ing
Highway Number 1 (I-5) MP. 2.48 To MP. 3.58
Period Covered 1-1-68 To 10-31-71
Compiled by CS Drawn by _____ Date 12-15-71

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe

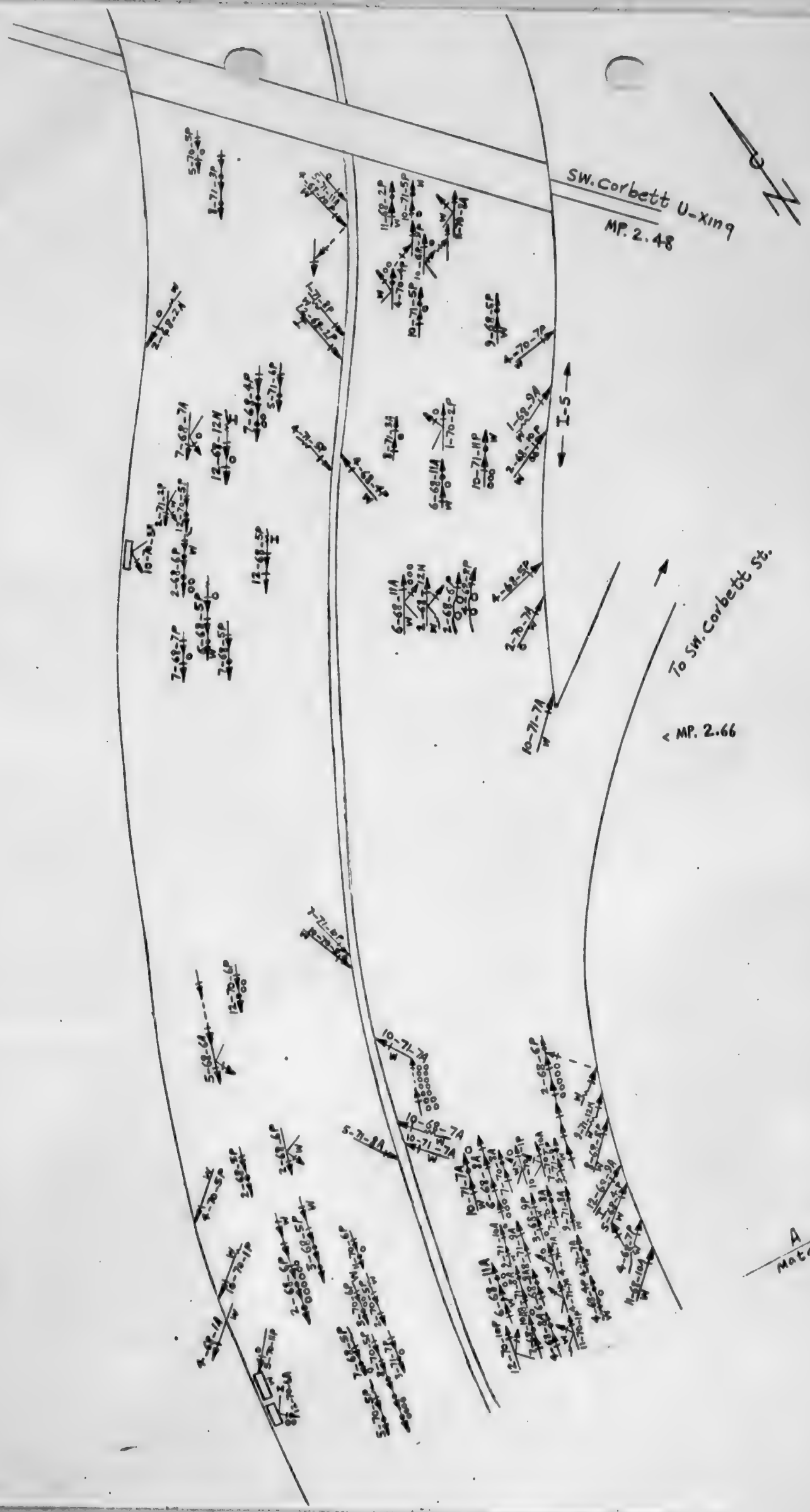
W – Wet
I – Icy

- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

1969 Not Included

Collision Type	1968				1970				10 Mos. 1971								TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on		1		1														1		1
Rear-end		27	23	50		17	19	36		16	18	34						60	60	120
Sideswipe		5	11	16		6	11	17		4	7	11						15	29	44
Turning Movement																				
Parking																				
Non-collision		1	4	5						1		1						2	4	6
Fixed Object		8	15	23		2	8	10		3	9	12						13	32	45
Pedestrian																				
Backing																				
Misc.											2	2							2	2
TOTAL		42	53	95		25	38	63		24	36	60						91	127	218

Form E-261-6-70


SW. Corbett U-Xing
MP. 2.48
N
I-5
To SW. Corbett St.
MP. 2.66
A
Match Line

N
I-S
Iowa St. O-Xing
MP 3.58
MP 3.17
A

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 16, 1971

SUBJECT: Anti-skid Surface Treatments

To:
Memo to the Files

The following is information obtained from Maintenance, Design, and Laboratory Sections on anti-skid pavement surface treatments:

1. Material attached is all there is on Prismo Universal Corp. "Spraygrip" anti-skid pavement treatment, an asphalt-epoxy binder with aggregate grit. In a discussion Jerry Rieker, Regional Manager for Prismo, the following points were emphasized by him:

   a. Spraygrip is different from Guardkote and Concresive (see paragraphs 3 and 4 herein) in that it is "asphalt extended" rather than "tar extended" and, hence, has more tensile strength and less slippage. The bauxite grit used with Spraygrip is especially hard and durable.

   b. Spraygrip has been used satisfactorily in England for five years and has been in service on the Delaware Memorial Bridge for 16 months. Traffic on this bridge has been heavy with an estimated 65% using studded tires during the winter months. According to Rieker, there is no substantial wear yet and accidents on this bridge have been markedly reduced. Mr. Miller of the Delaware Toll Bridge Authority has up-to-date information on this installation, and OSHDs Mr. Hunter has inspected it.

   c. The State of Washington's Highway Department Material Division has researched this product and inspected the Delaware Bridge. They now have contract specifications for a Spraygrip installation, which they intend to use on a project in the near future.

2. The Lab has a test strip down (at the Lab) of a latex material made by Bordon Chemical Co. The company has no brochure on it and the Lab won't have a report on it for another 10 months.

3. File attached on Shell Oil Co.'s Guardkote, which was placed on county bridges at The Dalles and Umatilla by Tudor Engr. as an anti-skid

treatment. This is an epoxy with a quartz grit added. The grit on these structures has worn off.

4. File attached on Adhesive Engineering Co.'s Concresive Epoxy Asphalt Chipseal, which is the same treatment as Guardkote. Either Concresive or Guardkote has been used for patching or grade adjustment on the Veteran's Hospital Bridge (I-5) at Roseburg, John Day River Bridge, and Marquam St. Bridge (at the expansion joints). It was also used as a protective overlay for light-weight concrete placed on the steel grid decking on the Steel Bridge in Portland.

   It is Gib Anderson's opinion that although the epoxy treatments (Guardkote or Concresive) can be used satisfactorily beneath an AC overlay, they should never be used primarily as an anti-skid surface treatment since the grit wears off leaving a surface that is often more slippery than the original concrete.

5. The material from Jim Wilson at the Lab is attached. Various types of pavement grooving is mentioned, and existing practices and solutions to slippery pavements are discussed in a general way. It is Jim Wilson's opinion that a pavement can be made more skid proof through the use of a 3/4" AC overlay with special aggregates.

Robert J. Wright
Bridge Office Engineer

RJW:dh
Attachments

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

222 S. W. Morrison Street
Portland, Oregon 97204

TO : Mr. R. E. Simpson, Division Engineer
08-35 DA Salem, Oregon

DATE: December 1, 1971

In reply refer to: 08-00.334

FROM : Hugh B. Henry, Chief
Design Division
Portland, Oregon

SUBJECT: Bus-Truck Collision on Interstate 5 near the Corbett Interchange

We have received a memorandum from Mr. Bert Quillin, Regional Accident Investigation Specialist, on the subject accident. Mr. Quillin, in his memorandum, indicates that accident frequencies at this location are high as reported by the Portland Police Department, particularly during heavy traffic conditions. An indication is also made that the pavement surface is slippery when wet.

Mr. Quillin's memorandum is being forwarded for your information as per our past discussion on this matter.

Attachment

cc: B. F. Quillin

Act	Inf	
		Div Eng
		Eng Coord
		Dist A
		Dist B
		Bridge
		Planning
		Rt of Way
		Admin Mgr
		File

RECEIVED
DEC2 1971
OREGON DIVISION

ROUTED
TO GEORGE

TRAFFIC CONTROL ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 901-674

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 23, 1971

SUBJECT: SPRAYCRIP
By Prismo Plastix

To: Frank L. Hall
Design Engineer
Salem

Mr. Harold Clements, Western Area Manager, Prismo Universal Corp., Orange, California, Telephone 714-639-5123, can be contacted for information. Mr. Jerry Rieker, Regional ManagerPrismo Universal Corp., Bellevue, Washington, Telephone 206-747-0278 would be glad to come down at any time to discuss this method and give information and show samples and give any help by just calling him.

Mr. Gix, Bridge and Sign Maintenance Engineer, has brochures and some information and furnished the plastix representatives names and addresses.

I called Mr. Shanafelt, Specifications Engineer of Washington State Highway Commission, Department of Highways, in Seattle and they have a job coming up for bid in about a month for the application of this material. The engineers estimate is $1.10 per square foot. After the letting they will be glad to furnish the bid prices.

Mr. Gix indicated that Mr. Rieker would come down on a days notice if called, if a meeting with him is desired.

Arthur Bollinger

Arthur D. Bollinger
Cost Analyst

cc Edgar L. Johnsen
Special Studies & Chief Cost Engineer

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 16, 1971

Mr. Gil W. Bellamy, Coordinator
Traffic Safety Commission
Public Safety Support Division
313 State Highway Building
Salem, Oregon 97310

FBKlaboe

Dear Mr. Bellamy:

We are taking a very close look at the condition described in your letter of November 8 regarding pavement grooving on I-5.

Preliminary reports from the sections we have grooved indicate there are secondary problems which may be worse than those we are striving to eliminate, so we are not at this time prepared to initiate any further grooving work.

We are studying alternate methods, using epoxy with special grit which makes a better and apparently safer nonskid surface.

Very truly yours,

ORIGINAL SIGNED
R. L. PORTER

R. L. Porter
State Highway Engineer

cc: Tom Edwards
F. B. Klaboe
E. S. Hunter

I Hall
A. Olson
Z Terpin
Scott
Swenson
R. Olson
RT

RECEIVED
NOV 18 1971
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

NOTED
TOM EDWARDS

FORM FHWA-121A (REV. 4-70)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Motor Carrier Safety
222 S. W. Morrison Street
Portland, Oregon 97204

DATE: October 20, 1971

TO : Mr. Ralph M. Phillips
Regional Administrator
Portland, Oregon

In reply refer to:

Attention: Mr. Elmer J. Leland

FROM : Bert F. Quillin
Regional Accident Investigation Specialist
Portland, Oregon

SUBJECT: Bus-Truck collision on Interstate 5 near the Corbett Interchange

In the early morning hours of October 19, 1971, a Greyhound bus, transporting 46 passengers and the driver, struck a tractor-semitrailer combination in the rear. This incident occurred in the north traffic lanes of Interstate 5 almost directly opposite the Corbett Street off-ramp.

From the South Portland city limits, located approximately five miles south of the accident scene, there are three main line traffic lanes serving each direction of travel. The outside lane is bordered by a wide serviceable paved shoulder. The opposing lanes are guarded by a center median railing which is presently under conversion from a standard type guardrail arrangement to a solid concrete barrier. Traffic traveling in a northerly direction encounters a downgrade of approximately 3% over a distance of about two miles prior to reaching the Corbett Street off-ramp.

During the early morning hours a heavy concentration of traffic flows towards the city center of Portland creating a vast concentration of fast moving vehicles. The morning of the accident it was raining hard and visibility factors were far from desirable.

Allegedly, the driver of an automobile occupying the center traffic lane lost control and executed at least one 360 degree circle before striking a sign standard at the apex of the Corbett Street Interchange and Interstate 5. The vehicle rebounded into the outside traffic lane. A tractor-semitrailer loaded with motor vehicles was following a short distance behind. In the execution of evasive action the driver turned suddenly into the inside or left lane which was occupied by the Greyhound

-more-

NOTED
L.E. GEORGE

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bus. The sum and substance of the entire chain of events was climaxed when the Greyhound bus struck the rear of the semitrailer with extreme force. At the time of impact both the tractor-semitrailer and the bus were parallel and almost against the center guardrail.

The purpose of this memorandum is to apprise you of a highway surface condition existing in the area of the accident and for a distance of approximately one mile south which should probably receive immediate attention. The highway surface is composed of concrete and due to a heavy traffic flow at all hours of the day has been worn to a point where the friction qualities have been reduced to a minimum. In reality the highway surface is composed of nothing more than the gravel portion of the concrete aggregate highly polished by continuous traffic flow.

Complicating the condition is the fact that the extreme traffic flow deposits a heavy concentration of oil on the surface. It would appear that consideration should be given towards corrective measures in the immediate future which would probably include ribbing the pavement throughout this problem area in order to increase friction qualities.

Contacts with supervisory personnel in the Traffic Department at the Portland Police Station have verified that accident frequencies in this location are high, especially during periods of heavy traffic concentration. They, too, believe that the highway surface is a major contributing factor to a number of incidents that would not otherwise have occurred.

An in-depth investigation of this accident is in progress but will not be completed for several days. Rather than delaying the vital recommendations, this memorandum has been prepared. You will be furnished with a complete copy of the report when it is ready for distribution.

TO: MR. TOM EDWARDS
ASST. STATE HWY ENG.
STATE HWY DEPT.
SALEM OREGON

FROM: JERRY RICKER
Regional Manager
Prismo Universal Corp. Bellevue, Wn.
Telephone 206-747-9278

SUBJECT: SPRAYGRIP

DATE: 10.15.71

MESSAGE DEAR MR. EDWARDS;

IF YOUR STATE IS PLANNING ON PARTICIPATING IN THE FOLLOWING, I AM POSITIVE YOU WILL HAVE NO TROUBLE OBTAINING IMMEDIATE APPROVAL FROM THE BUREAU OF PUBLIC ROADS IN WASH. D.C. TO USE SPRAYGRIP.

BEST WISHES
J.R.

SIGNED

DATE

RECEIVED
OCT 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

REPLY

Ref'd To Hall
w/ Ltr.
10-19-71

FORWARDED TO
Design
Tarpin
Keep Ht
Kelly

SIGNED

NATIONAL SNAP-A-PART 47-223

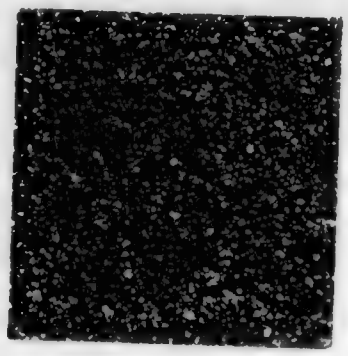
THIS COPY FOR PERSON ADDRESSED

MADE IN U. S. A.

PRODUCT INFORMATION

PAVEMENT
SAFETY
COATINGS

Is this the best you can do to protect your motorists from skidding accidents?



Not since revolutionary spraygrip was developed! Records show spraygrip can reduce skidding accidents by nearly 50%.

DESCRIPTION

Spraygrip is an exclusive Prismo Universal development offered as a solution to the skidding problem as well as an accident preventive at dangerous road spots. The permanently rough surface of Spraygrip derives from a specially formulated asphalt-epoxy binder combined with an extra tough abrasive material. It never breaks down under pressure and traffic, never loses its conformation.

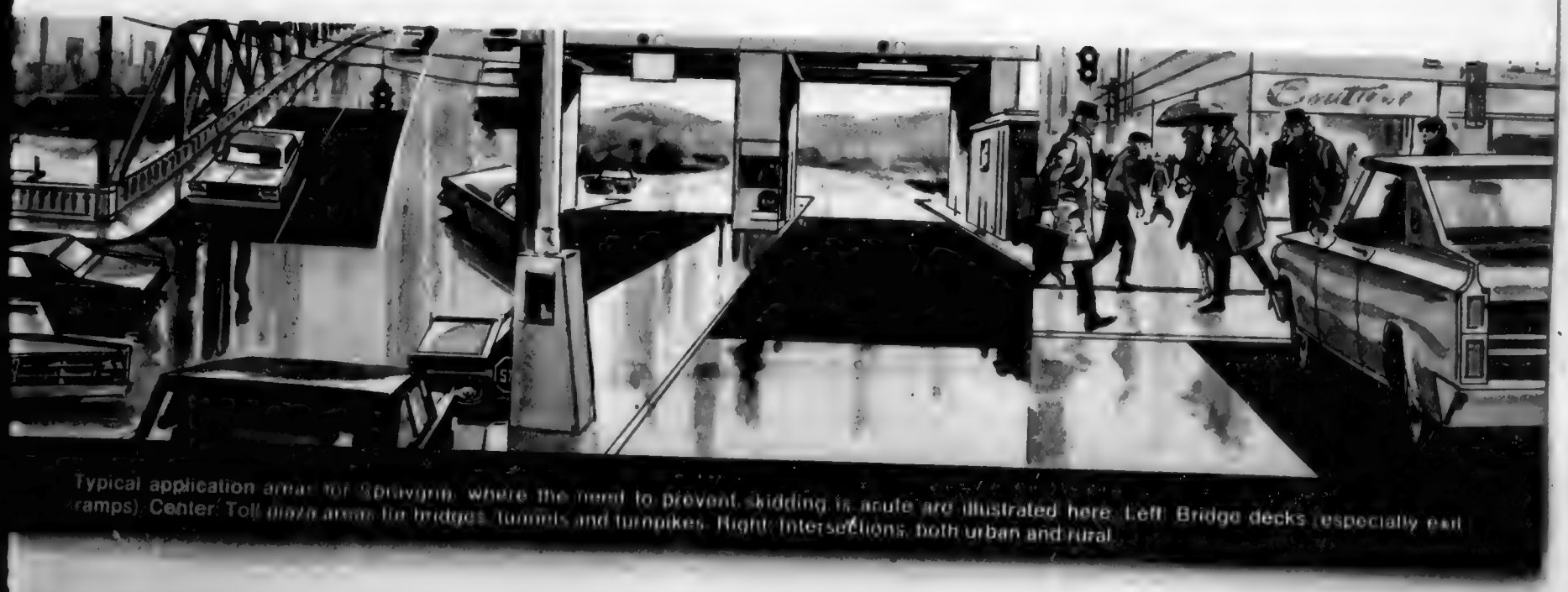
Because it is specially formulated from unusual components and requires careful quality control in application, Spraygrip is applied by contract only.

PRISMO

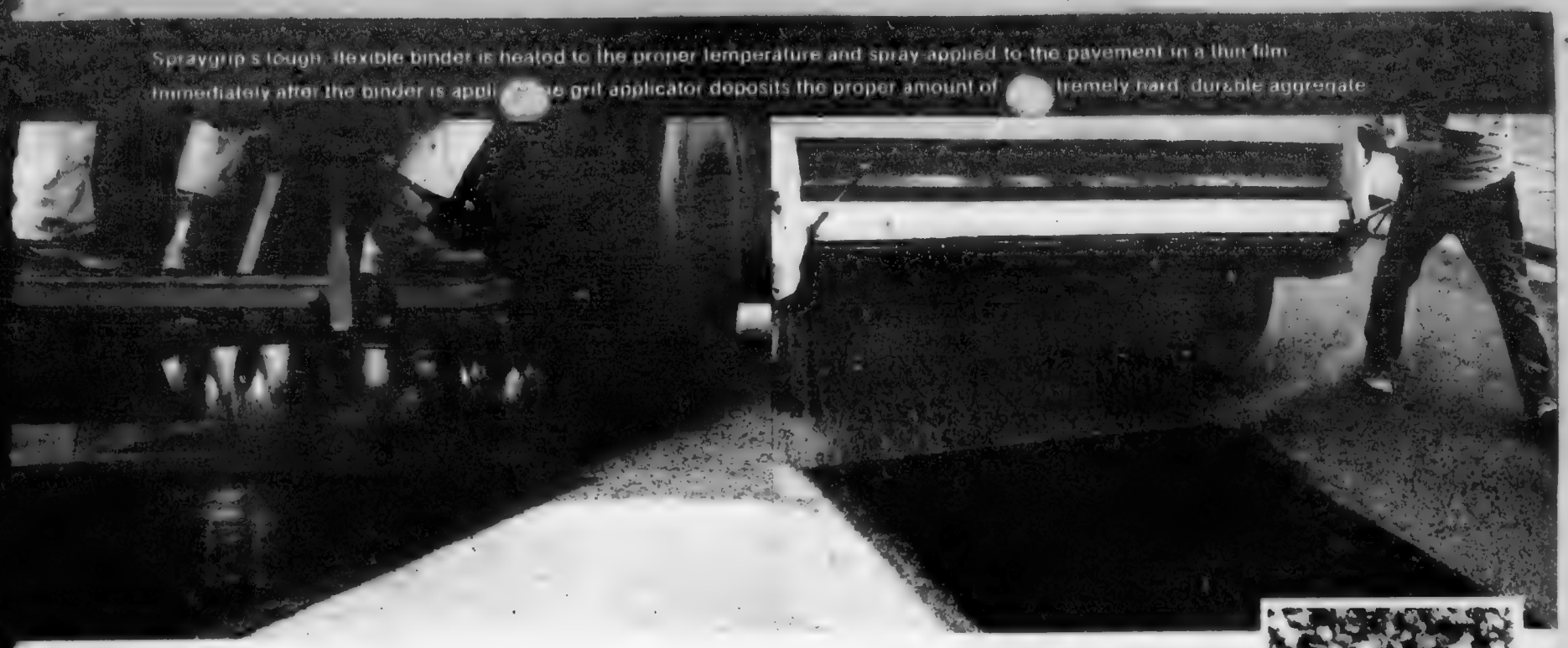
Spraygrip

AN ANTI-SKID SURFACE TREATMENT FOR ROADWAYS AND BRIDGES

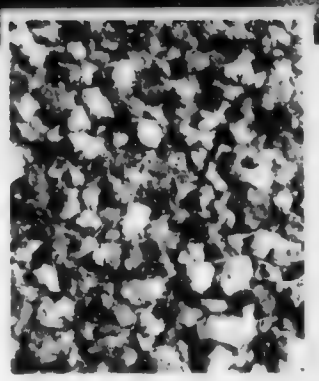
Technical crews are factory trained and use special Prismo Universal equipment designed just for the purpose. Techniques of application permit Spraygrip to be put down over the entire road surface, in treadways only, or in other patterns to suit the requirements of the particular hazard. Carefully kept "before and after" records at 16 high accident locations showed that Spraygrip reduced total accidents by 45% and reduced casualties by 44%. Spraygrip's ability to hold to the pavement surface and to constantly present sharp edged facets of the aggregate to the tire surface make it the most effective skid reduction material as yet discovered.



Typical application areas for Spraygrip, where the need to prevent skidding is acute are illustrated here. Left: Bridge decks (especially exit ramps). Center: Toll plaza areas for bridges, tunnels and turnpikes. Right: Intersections, both urban and rural.



Spraygrip's tough, flexible binder is heated to the proper temperature and spray-applied to the pavement in a thin film immediately after the binder is appli[illegible]e grit applicator deposits the proper amount of [illegible]tremely hard, durable aggregate



The finished surface looks like this, and will stay rough, without fatting up or polishing.

USES

Spraygrip delivers the perfect speed reducing control on ramps, toll plazas, hazardous intersections, curves and grades. Wet and slippery bridge approaches and bridge decks are made safer. Runway deceleration zones prevent plane skidding accidents and give safe, sure stops after touchdown.

BENEFITS

- Effectively reduces skid accidents
- Asphalt epoxy binder provides permanent bond with pavement
- No deterioration of abrasive surface for life of material
- Contract application assures efficient performance of anti-skid coating
- Can be applied in sections for minimum delay to traffic
- Provides additional barrier against road chemicals on bridge decks
- Helps planes decelerate faster after landing
- Gives added safety factor to bridge decks in freezing situation

SPECIFICATIONS

Available on request

PACKAGING

Contracting application delivers finished surface in place. Packaging of materials at convenience of contract crew.

ORDERING

By contract or special purchase order. Write Prismo Universal Contract Division for further information.

PRISMO UNIVERSAL

DEPARTMENT OF TRANSPORTATION | NEWS

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

IMMEDIATE RELEASE
September 30, 1971

Area Code 202 -- 426-4321

Secretary of Transportation John A. Volpe today issued the following statement:

To increase highway safety and stimulate jobs in areas of high unemployment, I am today announcing three major steps to be taken in the Federal-Aid Highway program. As a first step, the President has approved releasing $400 million as an addition to current Federal-Aid Highway allocations. These funds will be augmented by amounts previously made available to the States but not utilized in the first quarter of fiscal year 1972, thus making a total of approximately $700 million available that can be channeled quickly into highway safety projects.

Last year more than 55,000 people were killed on our nation's highways. And I might add that nearly one-third of those fatalities were young people between the ages of 15 and 24. Highway accidents are the highest cause of death among our youth. We cannot tolerate this highway death rate. Therefore, I am pleased that we can release this money for such a worthy dual purpose -- to save lives and to give people jobs.

I am asking that rail-highway grade crossing safety projects be given the highest priority in the use of these funds. Last year 1,500 deaths were attributable to unsafe rail grade crossings. And we know of almost 30,000 crossings where trains and traffic volumes justify immediate improvements.

PLASTIX S.D.

Other examples of safety projects to be funded include skid-proofing slippery sections of roads, widening bridges and shoulders, eliminating roadside obstructions, replacing obsolete and unsafe bridge structures, reconstructing entrance and exit ramps on our older expressways, and many other similar safety improvements.

SPRAYGRIP

Along with this release of additional Highway funds, I am also announcing the regular second quarter fiscal year 1972 release of funds for Federal-Aid Highways totalling $1.145 billion.

Although these funds are normally released on a State-by-State basis, I am making the entire quarterly amount immediately available without specified State shares so as to further expedite obligation by those States having approved highway projects ready for funding. This means that every State has the opportunity to move as quickly as it can in initiating new highway construction projects, without being limited by a specified obligation ceiling. It also means that we can quickly put people to work -- all across the nation -- in new jobs that provide new salaries. And we can do it immediately.

As a third action to further increase the flexibility for States to obligate their Federal-Aid Highway funds, I have authorized the fiscal year 1973 Highway apportionment as required by the Federal-Aid Highway Act of 1970. The State-by-State apportionments will be made by the Federal Highway Administration shortly.

This action will increase the currently inadequate balances of authorized funding in many States for primary, secondary, and urban highways and will provide all States with maximum flexibility to move ahead with projects for improving safety and combating unemployment.

I believe that the steps taken today will provide immediate results in the struggle for highway safety and increased employment. And I urge all States to take advantage of these actions as soon as possible.

#####

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
Washington, D.C. 20590

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TECHNICAL SPECIFICATION

ANTI-SKID PAVEMENT TREATMENT

1. SCOPE

This specification covers an anti-skid treatment applied to highway pavements using specialized equipment and a trained team of technicians. The treatment consists of a two component resin applied uniformly over the pavement and which is flooded with a polish resistant aggregate.

2. MATERIALS

2.1 Binder

The binder shall be a chemically curing two component compound, the two components to be metered in proper proportions and homogenized immediately prior to application to the pavement. This material shall provide a good adhesion to clean asphalt and concrete pavements and shall bind a properly applied skid resistant aggregate.

2.1.1 Cure Time of the Binder

The cure time shall be the period of time after application of binder during which the pavement must be closed to traffic. This critical period of time is temperature dependent according to the following tabulation:

Surface Temperature	Cure Time (Maximum)
60°F.	5 Hours
75°F.	3 Hours
95°F.	1-1/2 Hours
110°F.	1 Hour

2.1.2 Tensile Strength of the Binder

The tensile strength of the cured resin binder without aggregate shall be between 1500 and 2500 pounds per square inch, determined according to A.S.T.M. Method of Test D638-64T (Test Speed B). The test specimen shall conform to A.S.T.M. Method D412-66 (Die C). The specimen shall be between o.1" and 0.2" in thickness and shall be cured at a temperature between 50°F. and 90°F. for 5 to 8 days, and the test shall be performed at a temperature of 75°F. ± 4°F. The cured sample shall be sufficiently large that 6 specimens may be cut from it. The percent elongation at rupture shall be between 30% and 70%.

2.2 Aggregate

The aggregate shall be calcined bauxite (RASC Grade) calcined at a temperature no less than 1600°C. (2912°F.).

2.2.1 Aggregate Gradation

Sample conformity to this specification shall be determined using A.S.T.M. Method of Test C136-67. Sampling of the bulk material, which shall be supplied in 50 lb. bags, shall be accomplished according to A.S.T.M. Recommended Practice E105-58. The product gradation shall be within the following limits:

U.S. Standard Passing	Sieve Size Retained	Percentage Minimum	Maximum
-	6	0	3
6	7	5	15
7	16	80	95
16	30	0	2
30	-	Trace	

2.2.2 Chemical Analysis

The aggregate shall conform to the following chemical analysis:

Aluminum Oxide	Al_2O_3	86%
Iron Oxide	Fe_2O_3	2.5%
Silica	SiO_2	7.5%
Titanium Dioxide	TiO_2	4%

The above percentages may vary $\pm$ 10% of the value indicated.

2.2.3 Physical Characteristics

Hardness: The material shall possess a Mohs hardness value no less than 8.

Crushing Value: The aggregate shall have an aggregate crushing value of no more than 30, as determined by the method described in Appendix "A".

Aggregate Abrasion Value: The aggregate abrasion value shall be no more than 4, as determined by the method of test described in Appendix "B".

Polish Resistance: The polished stone value for the aggregate shall be no less than 70, as determined by the method of test described in Appendix "C".

3. PREPARATORY TREATMENT OF THE PAVEMENT

The pavement surface shall be thoroughly swept clean of dust and loose foreign bodies, using a stiff broom or a street sweepine machine. Any oil visible on the surface shall be removed by washing and scrubbing with a weak solution of detergent followed by a clean water flush.

The pavement shall be allowed to dry of free water, subsequent to the cleaning operation.

Permanent fixtures, manhole covers and other street furniture shall be masked where required.

4. APPLICATION EQUIPMENT

The resin shall be applied onto the pavement by a mechanical sprayer. This unit shall be capable of accurage and continuous combination of the two components of the resin system, mixing them thoroughly into a homogeneous state prior to uniformly spraying the mixture onto the pavement. In order that the mixture be reproducible regardless of ambient temperature variations, the two components shall be heated to

predetermined temperatures controlled to assure that the sprayed mixture is proportioned to within two (2%) percent by weight of the nominal specified proportions. Volume flowmeters for each component shall be calibrated to the precision required to assure this accuracy in proportioning.

The application equipment shall be capable of spraying the resin binder onto the pavement with a uniformity such that the thickness of binder collected on any strip two inches (2") wide, anywhere within the width of the spray bar, shall not vary by more than ten percent (10%). Furthermore, the mean amount of binder collected on any four adjacent strips shall not differ from the amount collected on any one of the strips by more than five percent (5%). The contractor shall provide a certificate of compliance to the requirements of this paragraph before work commences.

The equipment for applying the aggregate shall be capable of saturating the binder. A means to remove excess aggregate after complete curing of the binder shall be provided.

5. METHOD OF APPLICATION

The mixed resin system shall be sprayed onto the pavement at a rate not less than 2-1/2 pounds per square yard. After the resin system achieves the road surface temperature and prior to gelling, it shall be saturated with aggregate at a rate of approximately 12.5 pounds per square yard. The aggregate shall be dispensed in such a manner that it does not roll and cause the exposed surface of the particles to be wet with the binder. The masking material used to prevent undesirable coverage of permanent fixtures shall be removed before the binder achieves its cure. The road shall be maintained free of traffic until the binder is cured. Immediately prior to opening the pavement to normal traffic, the excess aggregate shall be removed.

Hand application of the mixed resin system to areas inaccessible to the application equipment shall be permitted, but materials shall be mixed by weight in quantities not exceeding 20 pounds and stirred by mechanical means and spread with a serrated rubber squeegees.

6. CONTROL TESTING DURING APPLICATION

A check shall be made at the completion of each application to determine the quantities of each binder component which have been used. The volume quantities shall be converted to weights to estimate the accuracy of proportioning and the average rate of spread over the measured area of the treated pavement.

The contractor shall sample the mixed resin system from the spray bar not less frequently than one sample for each 1,000 square yards completed or for each application area, whichever is the more frequent. These samples shall be poured into a shallow tray and allowed to cure undisturbed. From these samples, tensile strength tests specimens shall be prepared and tested according to Paragraph 2.1.2 above.

7. LIMITATIONS

7.1 Weather: Since the cure time of the resin increases with decreasing temperature, the contractor must satisfy himself that adequate time is

available after the end of the spraying operation and the time when the road must be opened to traffic. It is imperative that the binder be undisturbed by traffic until it achieves a full cure, requiring that the road be closed for a period of time consistant with the cure times specified in Section 2.1.1 above.

While the treatment can be applied to a damp pavement, work shall not proceed when there is free water on the surface.

7.2 Site Condition: All sites for application of the anti-skid treatment shall be inspected by qualified technical personnel prior to acceptance of the award by the contractor. Not all pavement conditions are suitable for the treatment and sites being unsatisfactory shall be specified and eliminated from the award.

8. WARRANTY

The contractor shall replace or repair the treatment at any site which fails as a result of poor workmanship or failure to comply with the application procedures specified above. Such failure shall be called to the attention of the contractor within six (6) months of the application. Such repairs or replacements shall be carried out at the expense of the contractor.

A P P E N D I C E S

TO THE

TECHNICAL SPECIFICATION

APPENDIX "A" - Determination of Aggregate Crushing Value

APPENDIX "B" - Determination of Aggregate Abrasion Value

APPENDIX "C" - Determination of Aggregate Polish Stone Value

APPENDIX "A"

DETERMINATION OF AGGREGATE CRUSHING VALUE

A.1 GENERAL:

The aggregate crushing value gives a relative measure of the resistance of an aggregate to crushing under a gradually applied compressive load.

The aggregate crushing test shall be made as described in sub-paragraph A.2 to A.6, on aggregate passing a 1/2 inch and retained on a 3/8 inch U.S. Standard test sieve.

A.2 APPARATUS:

The following apparatus is required for the standard test:

(i) An open-ended steel cylinder of nominal 6" internal diameter, with plunger and baseplate, of the general form and dimensions shown in Fig. A.1. The surfaces in contact with the aggregate shall be machined and case-hardened, or otherwise treated, so as to have a diamond piramid hardness value of not less than 650, in accordance with A.S.T.M. Method of Test E92-57, and shall be maintained in a smooth condition.

(ii) A straight metal tamping rod of circular cross section, 5/8" diameter and 18" to 24" long. One end shall be rounded.

(iii) A balance of 3 kg capacity and accurate to 1 g.

(iv) U.S. Standard test sieves of sizes 1/2", 3/8", and No. 8.

(v) A compression testing machine capable of applying a load of 40 ton and which can be operated to give a uniform rate of loading so that this load is reached in ten minutes. The machine may be used with or without a spherical seating.

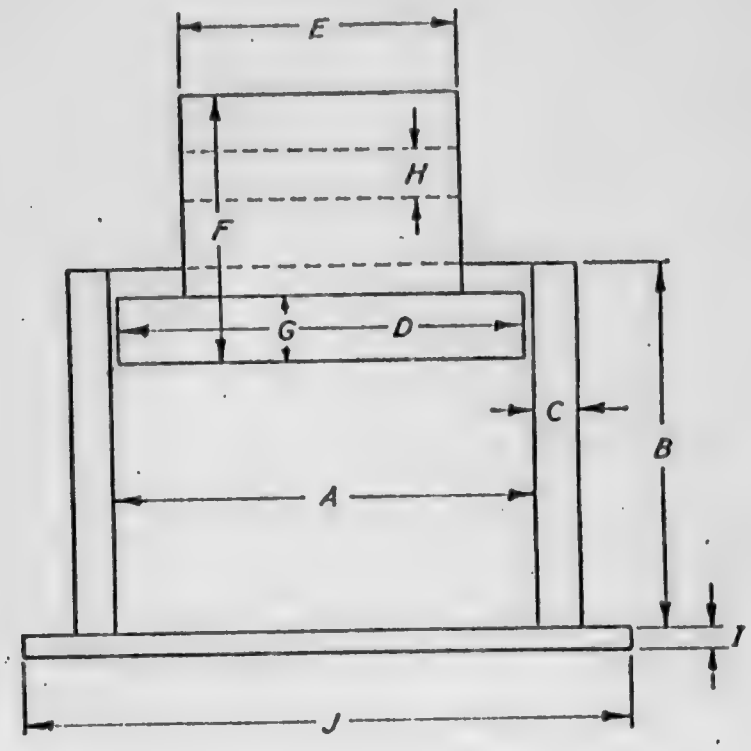
(vi) For measuring the sample, a cylindrical metal measure of sufficient rigidity to retain its form under rough usage and having an internal diameter of 4-1/2" and an internal depth of 7".

A.3 PREPARATION OF TEST SAMPLE:

The material for the standard test shall consist of aggregate passing a 1/2" and retained on a 3/8" U.S. Standard test sieve and shall be thoroughly separated on these sieves before testing. The aggregate shall be tested in a surface-dry condition.

The quantity of the aggregate shall be such that the depth of the material in the cylinder shall, after tamping as described in sub-paragraph A.4, be 4".

The appropriate quantity may be found conveniently by filling the cylindrical measure in three layers or approximately equal depth, each layer being tamped 25 times with the rounded end of the tamping rod and finally levelled off, using the tamping rod as a straightedge.



KEY TO DIMENSIONS

Letter	Diemnsions for	Nominal 6 Inch Internal Diameter Cylinder
		Inches
	Cylinder	
A	Internal diameter	6-1/16 ± 1/64
B	Internal depth	5 to 5-1/2
C	Wall thickness	5/8
	Plunger	
D	Diameter of Piston	6 ± 1/64
E	Diameter of Stem	3-3/4 to 6
F	Overall length of piston plus stem	4 to 4-1/2
G	Depth of Piston	1
H	Diameter (nominal) of hole	3/4
	Baseplate	
I	Thickness (nominal)	1/4
J	Length of each side of square	8 to 9

Fig. A.1 Outline form and principal dimensions of cylinder and plunger apparatus for aggregate crushing test.

The weight of material comprising the test sample shall be determined (weight A) and the same weight of sample shall be taken for the repeat test.

A.4 TEST PROCEDURE:

The cylinder of the test apparatus shall be put in position on the base-plate, and the test sample added in thirds, each third being subjected to 25 strokes from the tamping rod. The surface of the aggregate shall be carefully levelled and the plunger inserted so that it rests horizontally on this surface, care being taken to ensure that the plunger does not jam in the cylinder.

The apparatus, with the test sample and plunger in position, shall then be placed between the platens of the testing machine and loaded at as uniform a rate as possible, so that the total load is reached in ten minutes. The total load shall be 40 tons.

The load shall be released and the whole of the material removed from the cylinder without further breaking of the sample and sieved on the No. 8 U.S. Standard test sieve, until no further significant amount passes in one minute. The fraction passing the sieve shall be weighed (weight B).

In all of these operations care shall be taken to avoid loss of the fines. Two tests shall be made.

A.5 CALCULATIONS:

The ratio of the weight of fines formed to the total sample weight in each test shall be expressed as a percentage, the result being recorded to the first decimal place:

$$\text{Aggregate crushing value} = \frac{B}{A} \times 100$$

where A = weight in grammes of surface-dry sample,

B = weight in grammes of the fraction passing the No. 8 U.S. Standard test sieve.

A.6 REPORTING OF RESULTS:

The mean of the two results shall be reported to the nearest whole number as the aggregate crushing value.

- - -

APPENDIX "B"

DETERMINATION OF AGGREGATE ABRASION VALUE

B.1 GENERAL:

This test gives a measure of the resistance of aggregates to surface wear by abrasion.

B.2 APPARATUS:

(i) An abrasion machine consisting essentially of a flat circular cast iron or steel grinding lap not less than 2 ft. in diameter, which can be rotated in a horizontal plane at a speed of 28 or 30 rev/min and which is provided with the following accessories:

At least two trays for holding the test samples made from 1/8" mild steel plate and of internal dimensions 3-3/4 x 2-1/4 x 5/16 in (referred to below as the 'larger trays').

Means for locating two of the larger trays with their center points 10-1/4" from the center of the lap, diametrically opposite to each other and with their longer sides lying in the direction of rotation of the lap. The trays must be free to move in a vertical direction, but restrained from moving in the horizontal plane.

A weight with a rounded base for pressing the test samples against the surface of the lap, having means for adjusting the weight to 2 kg $\pm$ 10 g.

Means for feeding sand continuously on the lap in front of each test sample at the rate of 1-1/2 - 2 lbs. per min, and for removing and recovering the sand after it has passed under the test samples.

(ii) U.S. Standard test sieves 1/2", 3/8", and Nos. 20, 30, 40, 50 and 100.

(iii) A hotplate not less than 5" square, giving a surface temperature of about 100° C.

(iv) Two trays made from 3/16" mild steel plate and of internal dimensions 3-5/8 x 2-1/8 x 5/16 inch (referred to below as the smaller trays), having the same external dimensions as the larger trays.

(v) A fine camel-hair brush (about 1/8").

(vi) A balance of capacity not less than 1 kg, accurate to 0-1 g.

(vii) A well-ventilated oven, thermostatically controlled at a temperature of 105 $\pm$ 5° C.

B.3 MATERIALS:

(i) Compound for setting the samples in the trays. (A mixture of equal quantities by weight of brown Swedish pitch and plaster of Paris has been found suitable.)

(ii) An abrasive consisting of Leighton Buzzard silica sand, at least 75% of which shall pass the No. 30 and be retained on the No. 40 U.S. Standard sieve, and all of which shall pass the No. 30 and be retained on the No. 50 sieve. It shall be dry and shall not have been previously used. About 7 lbs. of sand shall be used for each sample.

(iii) Fine sand, substantially passing a No. 100 sieve, to prevent the setting compound from squeezing up between the individual pieces of aggregate.

B.4 SAMPLE FOR TEST:

The test sample shall consist of aggregate passing the 1/2" and retained on the 3/8" sieve and shall be washed to remove surface dust. The pieces selected for the test sample shall not be flaky and shall be of such a size that when placed in one of the smaller trays they form a single layer projecting above the upper edge of the tray by 3/16" to 1/4". Each test sample shall consist of 33 cm^3 of aggregate and may be obtained either by taking a weight in grams equal to 33 times the specific gravity on an oven-dried basis of the aggregate, or by taking sufficient saturated and surface-dry aggregate to displace 33 ml of water in a 100 ml measuring cylinder.

NOTE: The cylinder should be tapped lightly on a bench to remove bubbles of air trapped by the aggregate.

B.5 PREPARATION OF TEST SAMPLE:

The aggregate shall be tested in a surface-dry condition. If dried by heating, the period of drying shall not exceed four hours, and the temperature shall not exceed 110° C., and the sample shall be cooled to room temperature before testing. It shall then be weighed to the nearest 0-1 g (weight A).

The test sample shall be placed in one of the smaller trays, and the interstices between the pieces of aggregate shall be filled up to the level of the top of the tray by running in the fine sand through a funnel drawn to a fine point (a suitable funnel can be improvised from stout paper). Surplus sand shall be removed by means of the camel-hair brush. The tray, aggregate and sand shall then be placed on the hotplate or in the oven until they reach a temperature not less than about 80° C.

One of the larger trays shall be placed on the hotplate and filled with molten setting compound, which shall then be allowed to cool until it is of such a viscosity that the tray and setting compound can be inverted, and pressed down onto the hot aggregate in the smaller tray.

NOTE: This operation can be facilitated by the use of a clamp for holding the tray. A suitable clamp can be made in two halves from 3/8" x 1/8" strip metal in the form of a frame to fit around the outer edges of the tray, provided with handles and so constructed as to facilitate the rapid location of the tray.

The larger tray shall be so placed that it is as nearly as possible in register with the smaller. The two trays shall be pressed together until their edges are in contact, left to cool, and then pried apart and the sand and all surplus setting compound removed.

The resulting test sample should have a reasonably flat upper surface, and should consist of a single layer of aggregate held firmly by the setting compound, but projecting about 3/4" above its upper surface, which should be approximately level with the top edge of the tray; the setting compound should not have been squeezed up between the pieces of aggregate.

The sample tray with aggregate and compound shall be weighed to the nearest 0-1 g (weight B).

B.6 TEST PROCEDURE:

The sample tray shall be placed in the abrasion machine and loaded so that it rests upon the lap with a total load (including the weight of the tray, compound and aggregate) of 2 kg $\pm$ 10 g. The lap shall then be turned through 500 revolutions at a speed of 28 - 30 rev/min, the Leighton Buzzard sand specified above being fed continuously onto it immediately in front of each test sample at a rate of 1-1/2 - 2 lbs. per minute, and being removed from the lap after it has passed under the test sample. The sand shall be re-used as many times as is necessary to complete the test (usually about four times) and shall then be discarded. Two samples of each material shall be tested.

On completion of the 500 revolutions, the test samples shall be removed from the machine and weighed (weight C).

B.7 CALCULATIONS:

The percentage loss in weight by abrasion of each test sample shall be calculated from the formula:

$$\frac{100\ (B-C)}{A}$$

where A = weight of surface-dry aggregate (g).

B = weight of tray with aggregate and setting compound before abrasion (g).

C = weight of tray with aggregate and setting compound after abrasion (g).

B.8 REPORTING THE RESULTS:

The mean of the two results shall be reported to the first decimal place as the aggregate abrasion value.

APPENDIX "C"

DETERMINATION OF THE LABORATORY DETERMINED POLISHED-STONE VALUE

C.1 GENERAL:

The object of this test is to give a relative measure of the extent to which different types of roadstone in the wearing surface will polish under traffic. The results of this test should be used for comparative purposes only. Limits cannot at present be specified for the polished-stone value in any particular set of circumstances. Where the wearing surface of a road consists largely of stone, the state of polish of the stone will be the dominant factor, but other factors also affect the resistance of the surface to skidding. The test is in two parts:

(i) Samples of stone are subjected to an accelerated polishing action in a special machine.

(ii) The state of polish reached by each sample is measured by means of a suitable friction test and is expressed as a laboratory determined polished-stone value.

C.2 APPARATUS:

(i) An accelerated polishing machine which shall be rigidly mounted on a firm, level and non-resilient base of stone or concrete and shall include:

A wheel (referred to below as the 'road wheel') having a flat periphery, and of such a size and shape as to permit fourteen of the specimens described below to be clamped on the periphery so as to form a continuous surface of stone particles 1-3/4" wide and 16" in diameter.

Means of rotating the road wheel about its own axis at a speed of 315-325 rev/min.

Means of bringing the surface of a rubber-tired wheel of 8" in diameter and 2" breadth to bear on the stone surface of the road wheel with a total load of 88 $\pm$ 1 lb. The tire shall be an industrial 8 x 2 pneumatic 4-ply rating smooth hand-truck tire, specially selected and if necessary treated to obtain a true running surface. The tire shall have a hardness of 55 $\pm$ 5 International Rubber Hardness degrees as determined by A.S.T.M. Method of Test D1415-68, and shall be inflated to a pressure of 45 $\pm$ 2 lbf/in^2; it shall be free to rotate about its own axis, which shall be parallel with the axis of the road wheel, and the plane of rotation of the tire shall be in line with that of the road wheel.

It is important that the machine shall be accurately aligned and that both wheels shall be free to rotate without play in the bearings. The following limits shall be applied:

The planes of rotation of the two wheels shall be not more than 20 min of arc out of parallel (1/32 inch in 6 inches).

The center planes of the two wheels shall not be more than 1/32" apart.

Before a new tire is used on a test, it shall be given a preliminary run of 3 hours with No. 36 corn emery and 3 hours with emery flour, as in an actual test, but using spare specimens. The tire shall be discarded after 10 test runs have been made with it, or sooner if it shows signs of irregular wear or hardening.

Means to feed the No. 36 corn emery specified in sub-paragraph C.3(i) and water at the rates shown in C.5 and in such a way that emery and water are continuously and uniformly spread over the surface of the tire and the specimens where they are in contact. The emery and water shall be fed directly onto the road wheel near the point of contact with the rubber-tired wheel.

Means to feed the emery flour specified in sub-paragraph C.3(ii) and water at the rates shown in C.5 and in such a way that the emery flour and water are continuously and uniformly spread over the surface of the tire and the specimens where they are in contact.

(ii) A number of accurately machined metal moulds for preparing specimens of the dimensions specified in sub-paragraph C.4.

(iii) A friction tester complying with the requirements set out in A.S.T.M. Method of Test E303-69.

(iv) U.S. Standard test sieves of the following sizes: 3/8", 5/16", (both perforated plate), Nos. 30, 35, 40, 45, 50, 100, and 270 (fine mesh).

C.3 MATERIALS

(i) A supply of No. 36 corn emery complying with the following grading requirements:

U.S. Std. Sieve No.	Nominal width of aperture, Microns	Total Percentage Passing
30	590	98-100
35	500	70-100
40	420	30-90
45	350	0-30
50	297	0-5

(ii) A supply of air-floated emery flour the whole of which shall pass a No. 270 U.S. Standard sieve.

C.4 PREPARATION OF SPECIMENS:

At least 7 lbs. of 3/8" particles shall be available for each sample to be tested. The particles actually used in the preparation of the test specimens shall all pass the 3/8" U.S. Standard sieve and be retained on the 5/16" sieve. They shall be neither flaky nor elongated and shall be clean and free from dust.

The sample shall be obtained from the normal run of production from the plant, since chippings that have been freshly crushed in the laboratory may give misleadingly high results. The surface texture of the particles which is to be exposed to the polishing action of the tire, shall be representative of the average surface texture of the stone. A few particles having a very smooth or a very rough surface texture may occur in almost any sample, but these shall not be used in preparing the test specimen.

Each specimen shall consist of a single layer of 40-60 of the particles, placed as closely as possible and covering an area of 3.57 x 1.75 inches set in a sand-cement mortar with their exposed surfaces protruding from the mortar. The surface of the specimen shall be flat across the shorter dimension, but shall be curved in the arc of a circle of 16" diameter along the longer dimension.

The finished specimen shall present the natural surface of the stone chippings with no sharp projecting edges to the polishing tire, and shall be not less than 1/2" thick, and the under surface shall be the arc of a circle of exactly the same diameter as the periphery of the road wheel of the polishing machine. Four specimens shall be made from each material to be tested.

The specimen is prepared by carefully placing 40-60 selected particles in a single layer with their flattest surfaces lying on the bottom of the mold. The interstices between the stones are then filled to 1/4 to 1/2 their depth with fine sand (all passing a No. 100 U.S. Standard sieve), the sand is wetted thoroughly with a fine spray of water, three pieces of 0.05" (18 gauge) iron wire are laid along the longer dimension to act as reinforcement* and the mold is filled to overflowing with a mortar made from equal portions by weight of sand passing a No. 100 U.S. Standard sieve and high alumina cement. The consistency of the mortar shall be such as to permit it to flow freely between the particles. The mold is then left until the mortar has stiffened sufficiently to be struck off accurately level with the curved sides of the mold (usually between 3 and 6 hours). The specimen is then left in the mold, covered by a water-saturated cloth, for a further 24 hours, after which it is removed from the mold and stored under water with the stone surface downwards for 7-14 days and shall be tested immediately on removal from the water.

C.5 ACCELERATED POLISHING OF SPECIMENS:

The temperature of the room in which the accelerated polishing is carried out shall lie within the limits 20 $\pm$ 5° C. Fourteen specimens shall be clamped round the periphery of the road wheel of the polishing machine, strips of polythene 0.01" thick being inserted between adjacent specimens and between the underside of the specimens and the periphery of the wheel. The outer surface of the specimens shall then form a continuous strip of particles with a periphery of 16" diameter, upon which the pneumatic-tired wheel shall ride freely without bumping or slipping.

* The reinforcement may be inserted after the mortar has been placed, but if this is done great care will be necessary to avoid disturbance of the chippings.

The road wheel shall then be brought to a speed of 315-325 rev/min and the pneumatic-tired wheel shall be brought to bear on the surface of the specimens with a total load of 88 lbs. Water and the No. 36 corn emery specified in C.3(i) shall be fed continuously onto the road wheel at rates within the following limits for a period of 3 hours ± 5 minutes.

		Rate of feed
No. 36 corn emery	-	20-35 g/min.
Water	-	The water shall be fed at the same rate as the corn emery.

The run shall be interrupted after 2 hours and the used corn emery removed from the base.

On completion, i.e. after 3 hours, the machine and specimens shall be thoroughly cleaned by washing, so that all trace of the corn emery is removed. The machine shall then be operated for a further 3 hours ± 5 minutes as described in the preceding paragraph, except that in place of the corn emery the air-floated emery flour specified in C.3(ii) shall be fed continuously with water at rates within the following limits:

		Rate of feed
Air-floated emery flour	-	2-4 g/min.
Water	-	The rate of feed of the water shall be twice that of the emery flour.

The specimens shall then be removed from the machine and shall be thoroughly washed in running water to remove all trace of the emery flour. Emery flour which almost invariably packs in the interstices between the stone particles shall be removed by scrubbing with a stiff bristle brush. The slightest trace of emery flour on or between the stone particles will cuase a lowering of the result of the friction test.

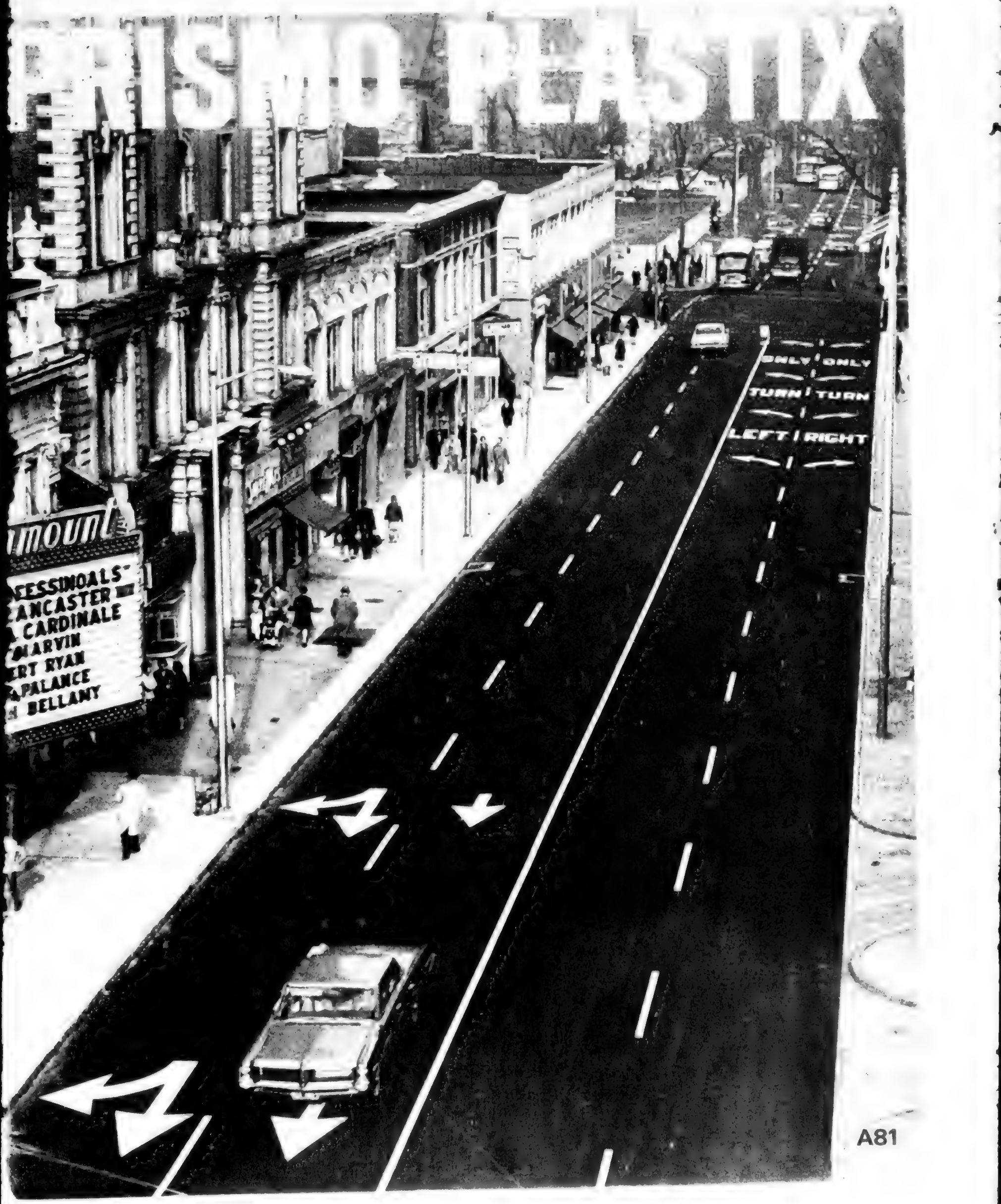
After washing, the specimens shall be stored face downwards under water at a temperature of 18-22° C. for a period of between 1/2 and 2 hours and immediately on removal from the water, shall be tested on the friction tester as described below. At no time prior to this testing shall the specimens be allowed to dry out.

C.6 FRICTION TESTING:

The British Portable Number for a minimum of four samples of each material shall be determined according to A.S.T.M. Standard Method of Test E303-69. Two of the specimens shall be tested with one slider edge and two with another edge. It is preferable to use two edges from different sliders rather than two from the same slider.

Reporting of Results: The value obtained for each of the four specimens shall be reported to the nearest whole number and the mean of these four values shall be reported as the "laboratory determined polished stone value".

Although it is desirable to report the value to the nearest whole number, in comparing the results of tests a difference of less than 5 units cannot be regarded as significant.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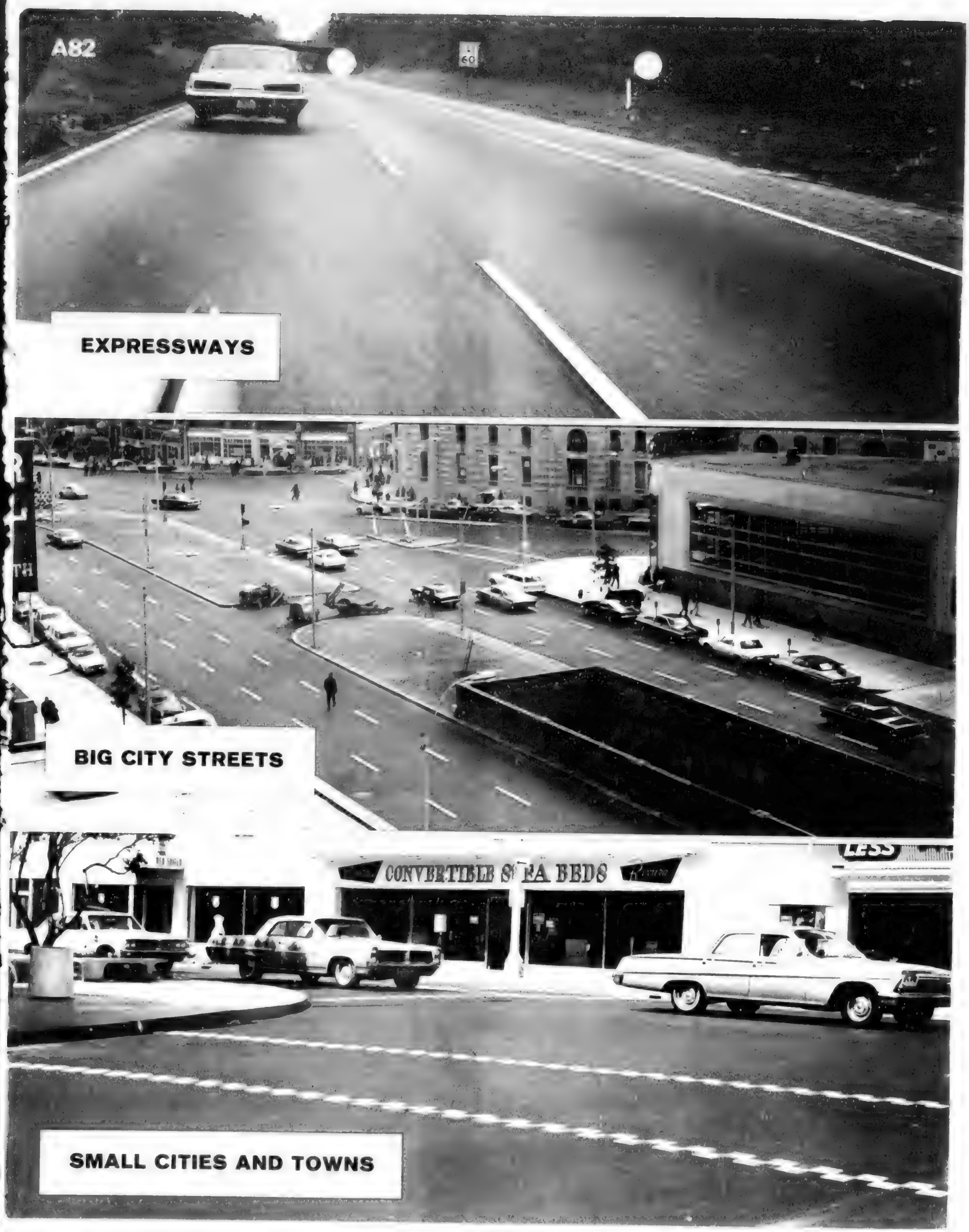
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60
EXPRESSWAYS
BIG CITY STREETS
CONVERTIBLE SOFA BEDS
SMALL CITIES AND TOWNS

Durable, Reflective, Prefabricated Traffic Marking Material

DESIGNED TO MEET EVERY TRAFFIC MARKING NEED

Traffic control is a universal problem affecting high speed thru-ways, major metropolitan centers plus small cities and towns. Today, there is no escape from the crush of traffic. But traffic can be made to flow smoothly. This is the purpose of Plastix.

Prismo Plastix is a continuously reflective traffic marking material with long-wear durability. It is an amazing chemical formulation that withstands the assaults of wear and weather, yet, can be applied with comparative ease. Plastix has proven ability to do a wide variety of traffic marking jobs. Its rugged, wear-resistant character makes repair and maintenance virtually non-existent. As a consequence, traffic engineers recognize Prismo Plastix as the ideal material for their requirements.

PRISMO UNIVERSAL CORPORATION
4 Research Place, Rockville, Maryland 20850
Crawley, Sussex, England

THERMO-PLASTICITY

Prismo Plastix is thermo-plastic or "cold flow" as contrasted with thermo-setting materials. "Cold Flow" gives Plastix unique resealing characteristics. Should the pavement fault, Plastix will reseal itself, closing cracks and fractures. This exclusive feature of Plastix also creates a secure bond between the material and the road surface. And thermo-plasticity gives progressively improving bonding strength under natural sun heat and traffic pressure.

EASY APPLICATION

Prismo Plastix is coated with an adhesive specially formulated by Prismo chemists to facilitate application and insure lasting adhesion. Application of Plastix is a matter of simply peeling off the backing paper, positioning and applying pressure with foot or roller. With its factory-coated adhesive, Plastix eliminates any need for special preparation. Heat pots, activator liquids, special adhesives are unnecessary. Casual labor can apply Plastix easily, quickly and economically.

Prismo Plastix virtually eliminates the expense of special equipment. Compressors, spray guns, brushes or such are not needed.

DURABILITY

Plastix has a far greater duration than paint . . . up to 8 times the wear life. And traffic and sun heat actually strengthen the firmness of Plastix. Nor does extreme cold affect it adversely. Where the "inlay" process is used, the pliability of "cold flow" characteristics permits better road adherence on bottoms and sides. Plastix does not chip and the heat from freshly laid asphalt results in a consolidation so tough a water-tight bond is assured.

REFLECTIVITY

Microscopic optical glass spheres are imbedded in the thermo-plastic base with a uniformity that gives Plastix a smooth and undeviating night-time glow. The reflective quality and color intensity remain unchanged throughout the useful life of the material.

ECONOMY

Plastix offers economy in two basic areas—application and maintenance. The one-step process can be performed quickly by even unskilled labor, resulting in sharply reduced man-hour costs. Since Plastix lasts far longer than paint, maintenance time and expense are greatly curtailed. If necessary, Plastix can be patched easily, eliminating the need for a complete remarking job.

VERSATILITY

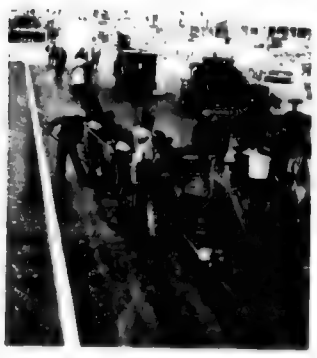
Prismo Plastix is supplied in standard pre-cut shapes from which many striking patterns and combinations can be formed, and in economical continuous rolls. Standard shapes include: dots, squares, strips, panels and the continuous rolls. Plastix is the modern economical way to have permanent-type reflective traffic guides at intersections, zones and areas where the ultimate in pedestrian and driver safety is desired.

THE INLAY METHOD

Plastix "inlay" is simple, effective and fast. Lines are applied from 150 foot Plastix reels to freshly laid asphalt just before final rolling. Pre-cut shapes and letters can be similarly handled. With the final rolling, the Plastix applications are impacted into the asphalt becoming an integral part of the finished surface. Prismo's "inlay" process saves hours of labor and waiting time. There is a minimum of traffic delay. Furthermore it is possible to relieve the traffic department's striping budget since the expense of the simultaneous laying of Plastix can be included in the resurfacing contract.

A chamfering effect is achieved by rolling the Plastix strip into the hot asphalt that further enhances the bond between the two materials, and helps to seal out moisture.

Further information and data will be forwarded on request. Included in the material available is a special manual for contractors.



THE OVERLAY METHOD

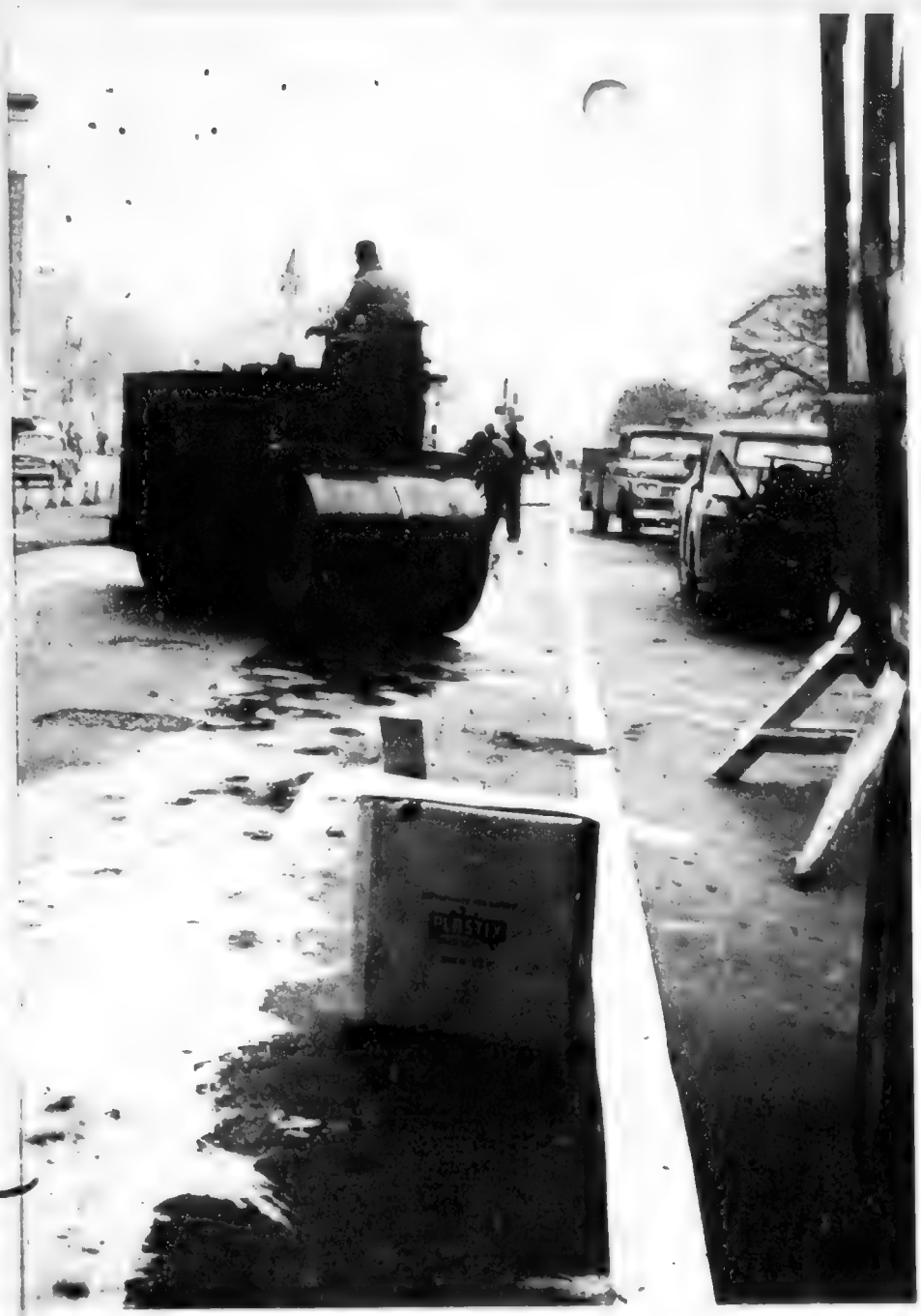
Plastix "overlay" is the fool proof answer for traffic markings on existing pavements. The application does not require special equipment. Simply peel off the paper backing and apply pressure. Sun and traffic do the rest.

This method is recommended where the street surface is in good condition with a life expectancy of three or more years and where traffic density makes ordinary striping methods unduly time consuming and hazardous. Either the pre-cut shapes or the continuous strips can be pressed down by stepping on them although many users prefer to use a light hand roller. This insures good placement until continuous tire pressure exerted by traffic can permanently bond the Plastix to the pavement. Note in the above sketch how Plastix in time is forced partly into the asphalt and the cold-flow nature of the material permits a fold-over effect to lock it into place with the surface of the road.

SAVE MONEY! Buy Reflective Plastix in 4" and 6" Wide 150 Foot Continuous Rolls

Here is the economical way to get the benefits of this great permanent type pavement marking material. Simply choose your required size and shape of Plastix, cut from roll and install individual pieces. Applications are manifold: crosswalks, safety zones, lane dividers, etc. While created mainly to meet city requirements there is nothing better on the market for interstate highway needs, toll plazas, interchanges, service areas, center lines. Available in white or yellow.

PRISMO KUTTER-KIT—The handy Prismo Kutter-Kit is easy to operate and allows untold versatility. Make letters and symbols as you need them.



World-famous Pennsylvania Avenue in Washington, D.C. gets an inlay Plastix treatment.

Permanent gore marking in Boston is part of an extensive Plastix inlay project.

Plastix skip-lines are laid in place preparatory to the final rolling.

Mass production is the answer! Skip-lines are cut to proper length from 150 foot rolls.

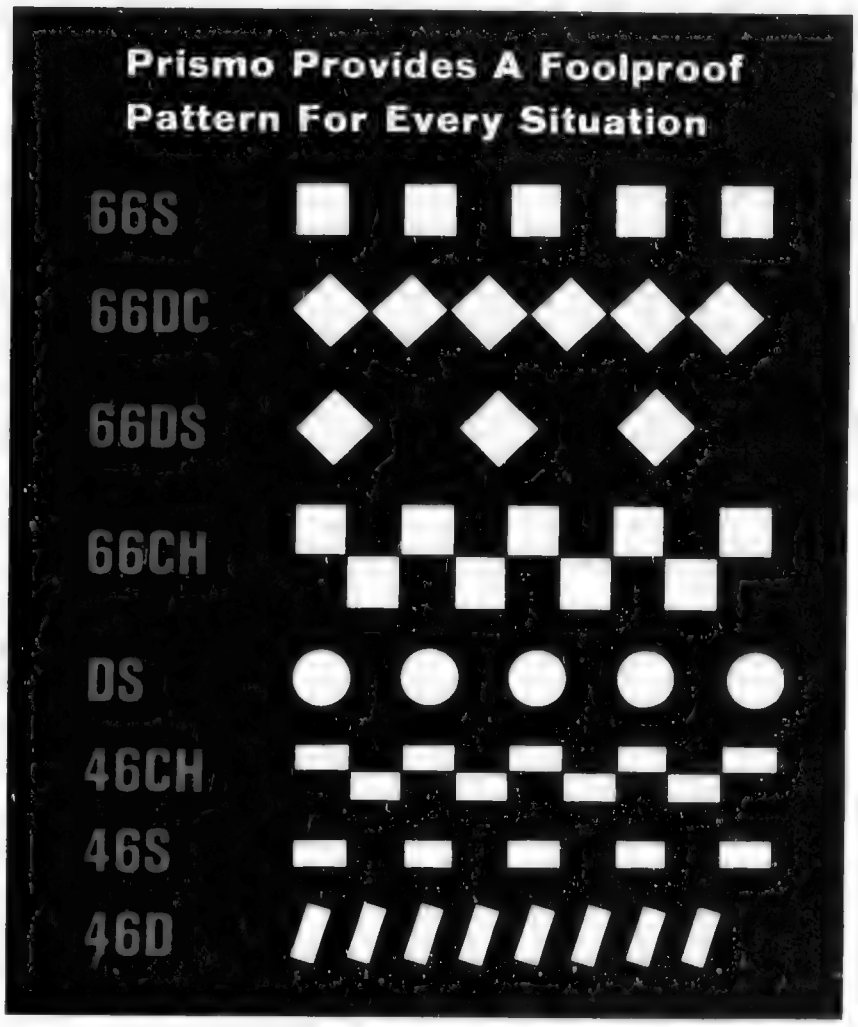
Prismo Plastix Shapes Up for Every Traffic Marking Need

DOTTIES The dottie is a Plastix disc, six inches in diameter which adapts to a variety of patterns. It can be used in both single and double line markings. For crosswalks recommended spacing is 12″, 18″ or 24″ from center to center of each "Dottie".

SQUARES Squares of reflective Plastix are six inches by six inches, an ideal size for original patterns of the traffic engineer's own devising. Make neat and effective crosswalk markings. Are also very popular for durable stop lines.

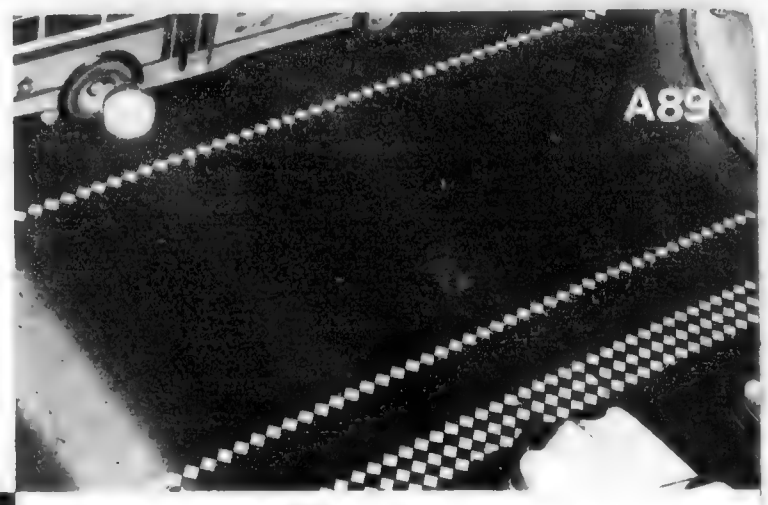
STRIPS Reflective "super strips" are six inches wide, twelve or twenty-four inches long as desired. Used extensively for stop lines, they are also excellent for large, solid crosswalks, parking Ts, turn areas, safety zones and intermittent pavement lines (also in 4″ widths).

PANELS Prismo's 4x6 Plastix panels will add strength to the day and night signal of checkerboard pattern crosswalk markings — only one of their many uses. Applied horizontally or vertically, they meet a variety of traffic pavement marking requirements.



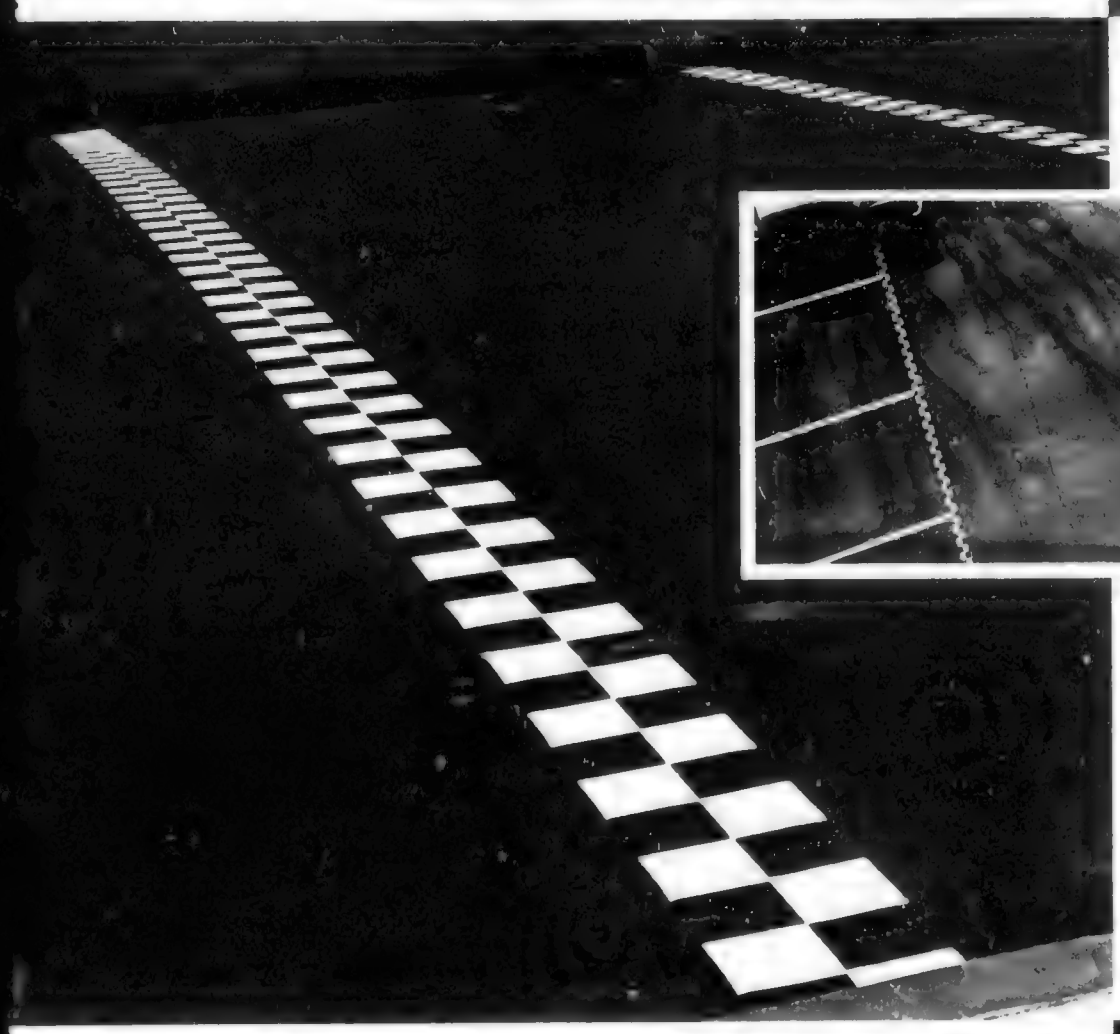
Number of 6″ x 6″ Squares or 6″ Dots							Number of 4″ x 6″ Rectangles			Number of 5″ x 24″ Strips	
Pattern Number	66S—DS			66DC	66DS	66CH	46CH	46S	46D	624S	624C
Width of Street	18″ C-C	12″ C-C	24″ C-C	Diagonal Continuous	Diagonal 18″ C-C	Checkerboard Continuous	Checkerboard	12″ C-C Length	Oblique 8″ C-C	48″ C-C	*Continuous
30′	42	60	30	82	40	120	120	60	90	20	15
40′	56	80	40	114	54	160	160	80	120	27	20
50′	70	100	50	142	67	200	200	100	150	33	25
60′	84	120	60	170	80	240	240	120	180	40	30
70′	96	140	70	200	94	280	280	140	210	47	35
80′	112	160	80	228	108	320	320	160	240	54	40

The number of Plastix units shown above for each pattern is for a complete two-line crosswalk.
***For continuous line crosswalks, or for lane dividers, buy Plastix SD in the economical 150 ft. rolls.**



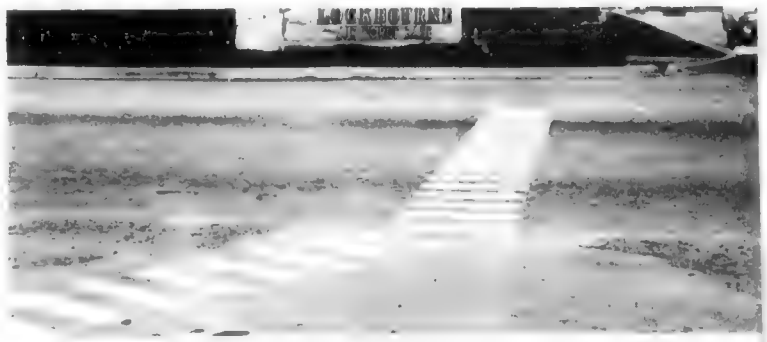
Point-to-point diamond pattern used as crosswalk delineation lines and stop-bar. The latter is especially eye-catching.

Checkerboard pattern made with 6" x 6" Plastix makes an effective crosswalk pattern. Plastix Crosswalk installation causes little or no traffic interruption.



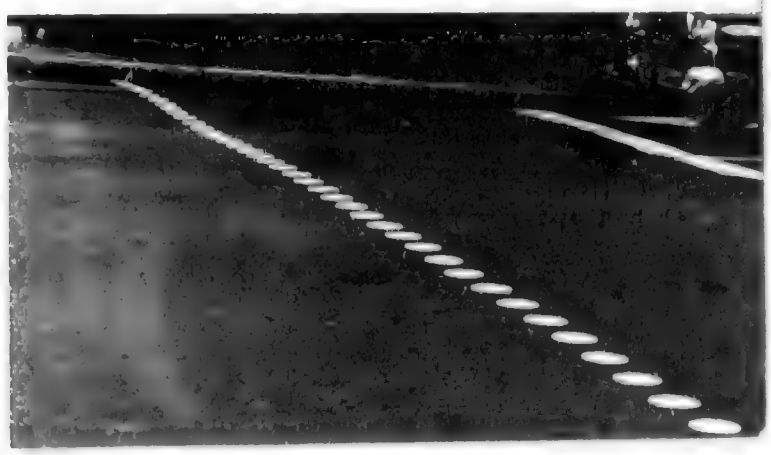
Economical use of Plastix is obtained by using 4" x 6" panels with intermittent spacing.

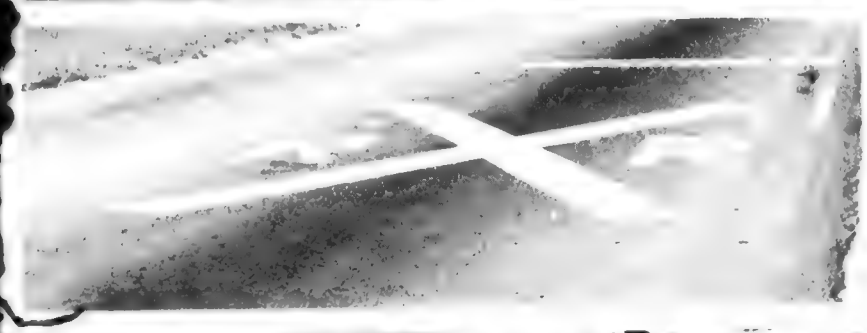
6" x 24" super strips have an authoritative look when used as stop-bars.



"You pays your money and you takes your choice." Plastix 6" x 6" blocks can be laid as squares or as diamonds. Either way, delineation is assured for crosswalks or lane lines.

If you're looking for a unique marking that quickly identifies a crosswalk, Prismo Plastix "Dotties" will do it.





Plastix reflective legends are sharp, clear, easily read and instantly understood at all hours. Supplied with a kit together with a diagram, each section of the legend is numbered to correspond with the completed layout. All standard Plastix legends are factory-coated with the same specially formulated adhesive found on rolls, strips and blocks. By following the explicit directions they can be put down without difficulty by unskilled labor.

To provide word markings with maximum readability in both fast and slow speed zones, Plastix legends are available in various heights. Legends composed of 10 foot letters give best results where normal traffic speeds are more than 35 miles per hour. In slower speed areas legends of 5 or 8 foot letters are recommended. The 8 foot alphabet conforms to the design and other standards set forth in the Uniform Traffic Control Manual. 5 and 10 foot sizes are Prismo design.

STANDARD LEGEND ORDER CODE CHART

	USE 5-FOOT LEGENDS where speed is under 35 MPH			USE ELONGATED LEGENDS where speed is greater than 35 MPH			
	ORDER CODE	LEGEND WIDTH*	UNDER-SCORING BASE BAR CODE	8-FOOT ORDER CODE	LEGEND WIDTH*	UNDER-SCORING BASE BAR CODE	10-FOOT ORDER CODE
	SP-5	11′	BB-13	SP-8	10′	BB-12	SP-10
	SO-5	8′	BB-10	SO-8	7′	BB-9	SO-10
	SW-5	11′	BB-13	SW-8	10′	BB-12	SW-10
	YD-5	14′	BB-16	YD-8	13′	BB-15	YD-10
	LT-5	11′	BB-13	LT-8	10′	BB-12	LT-10
	RT-5	14′	BB-16	RT-8	13′	BB-15	RT-10
	TU-5	11′	BB-13	TU-8	10′	BB-12	TU-10
	LE-5	11′	BB-13	LE-8	10′	BB-12	LE-10
	KP-5	11′	BB-13	KP-8	10′	BB-12	KP-10
	TN-5	11′	BB-13	TN-8	10′	BB-12	TN-10
	AD-5	14′	BB-16	AD-8	13′	BB-15	AD-10
	NO-5	5′	BB-7	NO-8	5′	BB-7	NO-10
	SL-5	14′	BB-16	SL-8	13′	BB-15	SL-10
	PX-5	14′	BB-16	PX-8	13′	BB-15	PX-10
	XG-5	14′	BB-16	XG-8	13′	BB-15	XG-10
	BS-5	17′	BB-19	BS-8	15′	BB-17	BS-10
	JT-5	8′	BB-10	JT-8	7′	BB-9	JT-10
	RR-5	8′	BB-10	RR-8	8′	BB-10	RR-10
	MH-5	8′	BB-10	MH-8	7′	BB-9	MH-10
	SD-5	14′	BB-16	SD-8	13′	BB-15	SD-10
	RE-5	17′	BB-19	RE-8	15′	BB-17	RE-10
	MG-5	17′	BB-19	MG-8	15′	BB-17	MG-10
	US-5	5′	BB-7	US-8	5′	BB-7	US-10
	IN-5	5′	BB-7	IN-8	5′	BB-7	IN-10
	LI-5	11′	BB-13	LI-8	10′	BB-12	LI-10
	ON-5	11′	BB-13	ON-8	10′	BB-12	ON-10

*Standard spacing of 12" between letters may be varied as required.
†For numerals and individual Plastix letters, see "Plastix Letters and Numerals" page 9

To Get Emphasis— UNDERSCORE

Underscoring Prismo Plastix reflective base bars is strongly recommended for problem traffic locations where the pavement message should have a positive impact and register fast. See chart below to order base bars for custom legends.

LEGEND WIDTH AND BASE BAR DETERMINATION

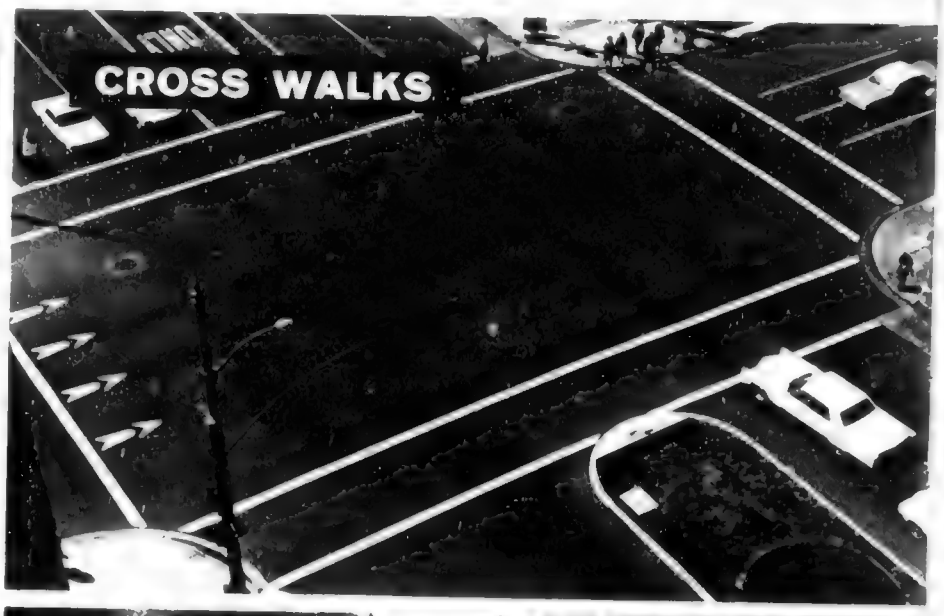
SLOW

NO. OF LETTERS IN MESSAGE	5-FOOT CHARACTERS		8 & 10-FOOT CHARACTERS	
	Width of Plastix Legend*	Plastix Base Bar Order Code	Width of Plastix Legend*	Plastix Base Bar Order Code
2	5′	BB-7	5′	BB-7
3	8′	BB-10	7′	BB-9
4	11′	BB-13	10′	BB-12
5	14′	BB-16	13′	BB-15
6	17′	BB-19	15′	BB-17

*Standard spacing of 12" between letters may be varied as required.

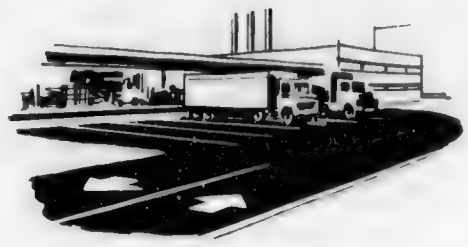
The versatility of Prismo Plastix is equal to the complex demands of today's traffic control problems. The beat of daily traffic on city streets and crosswalks does not wear away Plastix as it does painted safety markings.

Plastix gives years of reflective protection—24 hours a day—without the inconvenience and expense of repainting. Maintenance free Plastix has become popular for private driveways, too.



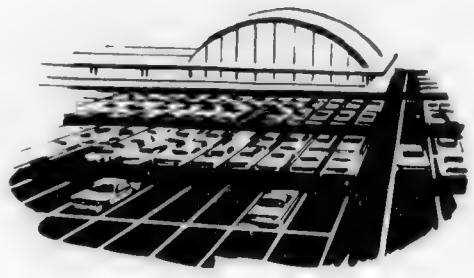
INDUSTRIAL PARKS AND SIMILAR LAND DEVELOPMENTS

Sharp, clean Plastix markings enhance the attractiveness of paved sections in modern industrial parks and other types of redeveloped areas. The safety factor of 24-hour brilliance is of course a welcome additional advantage.



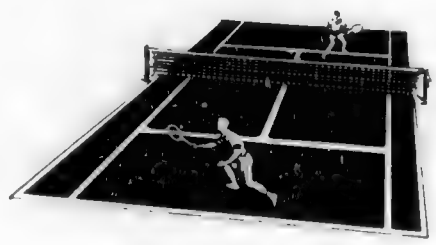
PARKING LOTS OF ALL KINDS

This is the day of big shopping centers, supermarkets, drive-in theaters, luxury motels and huge central-city parking lots. Lines, legends and direction symbols of Plastix represent a sound investment in safety, customer convenience and general good will.



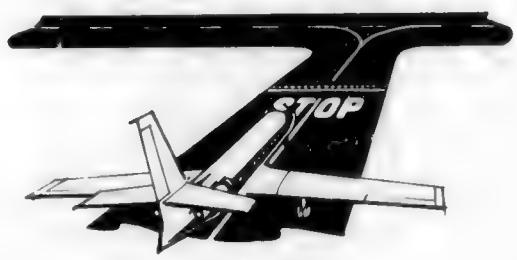
RECREATIONAL AREAS

Energetic children will neither scuff nor skid on Plastix. For playgrounds, tennis courts and countless other types of recreational areas with paved sections, guide lines and safety markings of Plastix will serve well for many seasons. Perhaps a cleaning now and then will be needed but no other maintenance problem.



AIRFIELDS AND MILITARY BASES

Years of maintenance-free, 24-hour reflectivity have made Plastix a preferred safety and guide marking at Airports, Air Force Bases and Military Installations. Brilliant lines and legends perform a multitude of duties on busy airfields; on base streets in addition to protective functions Plastix helps "dress" the entire installation with a neat, military appearance.



SPECIAL MUNICIPAL USES

City owned buildings, parks and public service installations with paved areas find invaluable aid in Plastix prefabricated letters, digits and blocks. Official designations and simple directions for visitors are just two of the many uses for permanent type markings.

A816

PRISMO UNIVERSAL

CORPORATION

4 Research Place, Rockville, Maryland 20850 / Crawley, Sussex, England

PRINTED IN U.S.A.

RECEIVED

FORM S-66-21 (8-67)

7792

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

March 9, 1972

SUBJECT: Surface Conditions
Interstate 5
Corbett Avenue Exit

To: R. N. Bachman
Maintenance Engineer

BUILDING

I am returning to you our report that we compiled on surface conditions on Interstate 5 south of the Corbett Avenue Exit.

Our report has been revised to correct an error in the cost computations. In addition, we have also extended the original section from .57 miles to .73 miles in length. The total estimated cost for surface texturing this section with the Prismo material is $308,000.

I have had some preliminary discussions with Ernie Valach of the Federal Highway Administration concerning the programming of this work as an Interstate safety project using Interstate funds. He indicated via the telephone that they would be receptive to such a project.

I am, through a carbon of this letter and also a duplicate of our report, asking Hill Young to program this work with the Federal Highway Administration as an Interstate safety project. The Traffic Section is also preparing some additional justification for Mr. Young's office regarding accident savings. This will be transmitted to him in the near future.

L. E. George
Traffic Engineer

LEG:lp
Attachment

cc: E. S. Hunter
R. L. Schroeder
L. H. Young

RECEIVED
MAR 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
NOV 18 1971
FOR FILING

TO: Rod Porter
7792
FROM: Gil W. Bellamy GWB

DATE: November 15, 1971

SUBJECT: Corbett Ave. Curve on I-5

To follow up on our conversation about the Corbett Curve on I-5 I thought you might be interested in the enclosed article which was written totally independent of the OTSC.

GWB:kr

Enc.

NOTED
R. L PORTER

RECEIVED
NOV 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

The Oregonian, Portland---------- 11-7

Safety project aims to cut accident rate on stretch of I-5 in Southwest Portland

By MILES GREEN
of The Oregonian staff

THE ACCIDENT rate on I-5 between SW Corbett Avenue and Terwilliger Boulevard exits has not increased during the last year — it has decreased — but it remains one of the most accident-prone sections of the Oregon interstate system.

This is the report from the State Highway Division after a rash of serious accidents on that stretch of highway.

September and October figures are not available, but during the first eight months of 1971 there were 49 accidents on the stretch of highway, compared with 57 during the same period a year earlier, the highway division reported.

The over-all accident rate for this part of the interstate system in 1970 was 2.56 accidents per million vehicle miles of travel, however, compared with 1.63 for all urban freeways in Oregon.

F.B. Klaboe, assistant state highway engineer, said the Terwilliger-Corbett Avenue stretch of highway regularly ranks as one of the five worst in Oregon for freeway accidents. He noted that the comparable figure is 2.16 (accidents per million vehicle miles of travel) for the Banfield Freeway (I-80N) and 2.43 for the Stadium Freeway (I-405).

Comparable accident rates for non-freeway routes (such as Barbur Boulevard and Sandy Boulevard) run about 13.8, he added.

A $1.6 million project is under way to make the Terwilliger-Corbett route safer, but there are no plans for adding additional lanes, or changing the design of the highway, reports Robert Schroeder, metropolitan engineer.

Schroeder said his office is checking to ascertain that the construction work has not been a factor in recent accidents. Preliminary indications are that it has not been, he added.

"As far as we can determine, there has not been more than one accident at any one location," said Schroeder.

Included in the safety project are construction of a concrete divider between north and south-bound lanes of the highway, lengthening of acceleration lanes, adding breakaway supports for signs and putting in "impact attenuaters" at abutments which are designed to cushion the impact if a car runs into them.

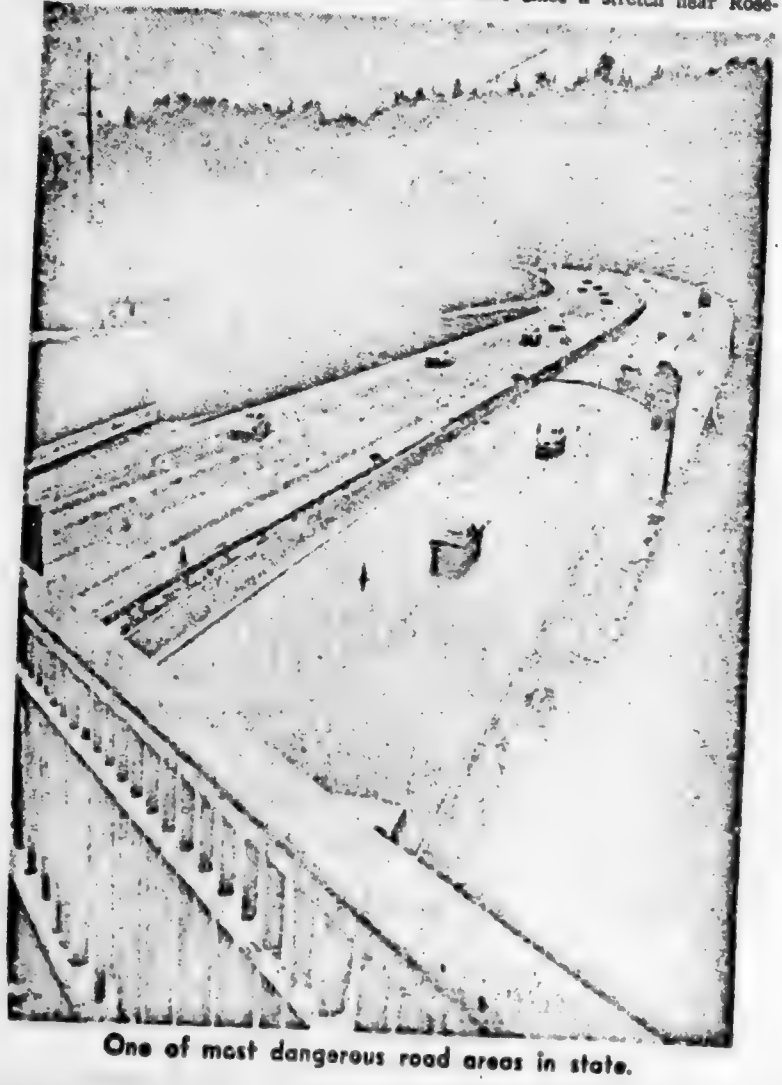
Schroeder feels that a contributing factor in many of the accidents on the Terwilliger-Corbett Avenue stretch of I-5 is the curvature of the highway that calls for a reduced speed limit.

"For someone heading north, it is the first time since a stretch near Roseburg that a motorist has had to slow down from a 70-mile-per-hour limit. After traveling that long without any reduction in speed, it is easy to get in a daze, and get into trouble before you know that you are going too fast for road conditions," says Schroeder.

He said the original design for the freeway was limited by "the lay of the land."

"We tried to follow a normal corridor, using an old railroad bed," said Schroeder.

Because of geographic and other limitations (such as a rock bluff on one side, a steep sloping hill on the other, and a park located near the Terwilliger Boulevard overpass), it is not considered feasible to change the route of the freeway, Schroeder reported.



One of most dangerous road areas in state.

RECEIVED
NOV 11 1971
FOR FILING
7792

November 10, 1971

Mr. Bert Quillin
Bureau of Motor Carrier Safety
Federal Highway Administration
222 S. W. Morrison
Portland, OR 97204

Dear Mr. Quillin:

In response to your telephone request to our Traffic Engineering Section, attached is one copy of a listing of accidents which have occurred involving northbound traffic on Interstate 5 covering the one-mile section at the Corbett Avenue off-ramp in Portland.

The period covered is for the years 1968 through 1970. You will note that only eight months' data are available for the year 1969.

If this office can be of any further service, please let me know.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

VPJ:njc kmb
Attachment

bc: R. L. Porter
Tom Edwards
L. E. George
R. L. Schroeder w/attachment
L. W. Rulien w/attachment

OREGON STATE HIGHWAY DEPARTMENT

Urban Motor Vehicle Accident Listing

TRAFFIC ENGINEERING DIVISION

11/2/71 CS

LOCATION

City Portland
Street
Hwy. No. 1 Rte. No. I-5
From MP. 2.16

To MP. 3.16

Period Covered: Nbd. only
1-1-68 to 12-31-70

0.50 Mi. N. E. S. of SW. Corbett Ave. off Ramp

	COLLISION TYPE													ALL COLLISIONS	CLASSIF.			Persons Killed	Persons Injured	REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous		Fatal	Non-Fatal	Prop. Damage			
1968			19		8			5	12				44		17	27		32	8 Mos. Available For 1969
1969			4		5	2			4				15		1	14		1	
1970			13		12			1	8				34		9	25		10	
TOTAL			36		25	2		6	24				93		27	66		43	

2 copies

5

Non-Skid Surface Treatment
Corbett Section
as per

7792

The Dalles, Oregon
September 14, 1971

Whom It May Concern

Narrative Report
Multnomah County Line - E. Cascade Locks
Columbia River Highway
Hood River County
Contract No. ~~7545~~
Pfefix No.614 - 1070

The contract for placing a 3/4" pavement seal was awarded Interstate Paving Co. of The Dalles on March 30, 1971.

The crushing of the aggregate was done by Interstate Paving Co. between May 11 and June 18 at a pit just East of Hood River, adjacent to the B & D Paving Co. Hot Plant which produced the mix.

Paving began in the Westbound lanes on July 7. It became immediately apparent that with the high asphalt content called for in the Mix Design, and the length of haul that separation of the asphalt in the trucks would be a major problem. It was found that when the temperature of the mix exceeded 260 degrees, separation could be expected and fat spots would occur in the panel. When the mix temperature was held to this level it was impossible to hold the moisture level in the hot aggregate to the 0.5% called for in the specifications, and the workability of the mix was reduced to such an extent that hand work was almost impossible. Lab tests indicated that moisture in the hot aggregate up to 1.0% still made an acceptable product and a Price Agreement raising the limit to 1.0% was approved at a reduction of $0.05 per ton.

Weather during the paving operation was generally hot and calm which was a great benefit to the finished product. However, on July 21 & 22 the wind was blowing hard and the panel paved on these days turned out very rough. This panel, Eastbound inside lane was later overlayed with approximately one half inch in an attempt to produce better rideability.

The contractor attempted to repair the fat spots as they appeared behind the paver. However, six days were spent excavating and patching the remaining fat spots after the paving was completed on July 29.

Narrative Report
Multnomah County Line - E. Cascade Locks
Contract No. 7545
Prefix No. 614 - 1070

Final inspection was made August 13 by Mr. J. F. Putnam and Mr. John Walker. Mr. John Shultz of the B. P. R. inspected the project August 19, 1971.

J. S. Sawyer
Resident Engineer

8-24-67

RESIDENT ENGINEER'S NARRATIVE

POLK STATION - DALLAS SECTION

Kings Valley Highway

Polk County

NOTED
E. S. HUNTER

Work under this contract consisted of construction of 2.59 miles of stone shoulders and asphalt concrete pavement on an existing secondary highway, FAS 190, which runs southerly from the Willamina - Salem Highway to the town of Dallas.

The existing highway was constructed in 1963 with two eleven foot lanes and four foot rock shoulders. Total surfacing was 13-3/4 inches including the Type O-11 oil mat wearing surface. Under this contract the section was widened to twelve foot wide driving lanes with four foot wide paved shoulders.

Existing rock shoulders were widened and brought up with 3/4"-0 material to match the oil mat and the side slopes re-shaped. The full width roadbed of thirty-two feet was then primed using 120-150 asphalt, applied at the rate of approximately 0.30 gallon per square yard on the rock shoulders and at the rate of about 0.15 gallon per square yard on the oil mat. 1/2"-1/4" aggregate was used for cover. The binder was re-rolled the second day but required no further maintenance. The condition of the completed binder was considered very good.

A three line profile over the existing oil mat showed serious distortion of the surface, both horizontally and laterally. Approximately 1,080 tons of Class "C" A.C. were used in patching out the lowest areas, all of which was placed with the paving machine. The patching was done full width where required so as to match the binder width and eliminate any shoulder rock being placed on the binder course.

Special provisions of this contract permitted the contractor to place the Class "B" A.C. in one layer of 3-1/2 inch thickness. The paving machine, a late model Barber Greene, was widened to lay sixteen feet in one pass with a slope break at twelve foot which gave the proper slope for the typical section. Paving full depth of 3-1/2 inches was then done in the south bound lane for about two miles. The finished surface was irregular and not up to normal standards. It appeared the machine was operating overloaded as it was necessary for the operator to stop the machine about every five or six feet and auger material out to each end of the machine. This continual stopping

and starting apparently was producing the wavy sections due to the automatic controls adjusting the screed slightly each time the machine stopped and started.

The balance of the Class "B" paving was placed in two lifts, sixteen feet wide and no further trouble was encountered. The writer and the contractor both believe that this particular model paving machine would do satisfactory work paving 3-1/2 inches in thickness if set at the machines designed width of ten or twelve feet instead of sixteen feet.

The breakdown rolling was done with a self-propelled pneumatic tired roller and final finishing with two tandem rollers. Compaction was obtained on the full depth material with only the normal amount of rolling.

Prior to placing the seal coat, the side slopes were shaped and brought to grade and the project cleaned and dressed up throughout. This work was done at this time so as to eliminate dumping rock on the seal coat and to prevent equipment wheel marks in the seal coat.

A plant-mix seal coat of non-skid asphaltic concrete was placed on this project. The design mix consisted of aggregate 100% passing the 1/2-inch screen and 14% passing the #10 screen. The quantity of 1/2"-#10 was about equally divided on each side of the 1/4 sieve. As the aggregate contained only about 1.5% dust, one per cent cement was added. Asphalt content was set tentatively at 8% and later reduced to 7.5%.

Placing of the material started on the Dallas end of the northbound lane and was completed on the Dallas end of the southbound lane.

The following items were noted:

1. Very little compaction takes place under the breakdown roller so a setting of 3/4 inches plus was used for setting the screed as the plans called for 3/4 inches finished depth. Tandem rollers were used for breakdown and finish rolling. One pass for breakdown and one pass for finishing was approximately all that was required. Due to the open mix, overrolling will start crushing the aggregate.

2. Paving started using a temperature of 320°F at the plant and 280°F at the paving machine. At this temperature, asphalt drained from the mix and collected in the bottom of the trucks, resulting in some of the last portions of the load having an extremely high asphalt content. This material, when placed, caused flushed spots in the pavement. It was thought at first that these spots could be burned but it was found that the only cure was to completely remove the undesirable material prior to breakdown rolling. The temperature was lowered to about 290°F at the plant and the mix placed on the street at about 250° - 270°F. At this temperature there was only

a minor amount of high asphalt content material going through the machine and there was no more trouble with flushed areas.

3. The paving started using a thirty foot long ski for grade control. However, because the automatic control would cause the machine to lay the mix overdepth in some areas and drag the screed in others, the ski was removed and the screed operated manually so as to maintain the required 3/4-inch thickness.

4. Some crusting of the loads occurred due to the long haul but this did not become serious. Due to the fact that the temperature must be kept down to prevent asphalt drainage in the trucks, it would be best on long hauls to use truck covers, at least in the early morning and late evenings.

5. The lift was feathered to meet driveways and intersecting roads by raking out the major portion of the 1/2-inch material. Not enough care was taken to get all of the 1/2-inch material raked out on some of the transverse joints and a slight hump occurred due to overlapping. A squared off, papered joint or else more care in the feathering work would cure this problem.

61 The project was to end approximately 500 feet northerly of the intersection of Ellendale Avenue and the Dallas-Rickreall Highway in Dallas. This 500 foot section of pavement was an old oil mat in very poor condition. Permission was obtained from the Division to place the seal over this section. As this section had not been overlaid with the Class "B" mix, the surface was quite irregular. The automatic controls were still being used so the seal coat averages from one to two inches in thickness in this particular section. It is possible that the asphalt may flush to the top in this area due to placing the seal coat in excessive depth over an old oil mat.

The general appearance of the seal coat is good and the project gives a good ride. The traction, both at high speeds on the curves and for stopping is exeellent. It was thought that there would be some minor sound difference in the car when driving over this seal coat but there is no appreciable difference to the writer.

Seventeen calendar days were used to complete the project. The contract required that all work be completed in sixty calendar days.

Total project cost was $119,856.00 which is an approximate underrun of 4-1/2 percent.

Aug. 24, 1967

E. J. Ball

FORM S-30 SON 10-66

Routing: See 171

1 Morgan
3 Docker
1 Bond
1 Walker
Clona

Peaau E
Moralock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG. 3 1967
CONSTRUCTION DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1967

SUBJECT: Seal Coat and Non-Skid Asphaltic Concrete.
Polk Station - Dallas Project.

To:

Memo To Files

The theory for design of the mix for subject project is that sufficient asphalt is added to an extremely open graded aggregate to drain to the surface of the underlying pavement. The resulting sheet of asphalt thus forms an impervious layer. The aggregate particles have sufficient space between them to prevent forcing the free asphalt to the surface.

Such a wearing course was made and spread July 31 and August 1, 1967. The design mix consisted of aggregate 100 percent passing the $\frac{1}{2}$ inch screen and 14 percent passing the number 10 screen. The quantity of $\frac{1}{2}$ inch to the number 10 was approximately equally divided on the $\frac{1}{4}$ inch size. The specified quantity passing the number 200 sieve was from 2 to 4 percent. Since the prepared aggregate showed by test to contain only 1.4 percent dust, one percent cement was added. The asphalt content was designated at 8 percent subject to change depending on spreading difficulties encountered.

No difficulties were encountered at the hot plant. At the contractors suggestion the mixing time was set at 70 seconds to allow time to enter the cement by hand. It soon developed that the extended time was not needed and the total mixing time was reduced to 45 seconds which allowed the required 30 seconds after the cement and asphalt were added. There were no problems of drying or heat control.

The spreading began at the Dallas end of the northbound lane. There were several factors which prevented obtaining a desirable mat in the first few hundred feet. These conditions were:

1. It was assumed the breakdown roller would compact the mat in the same manner in which it compacts a normal "B" mix. The screed was therefor set at slightly more than one inch. It was soon obvious that the breakdown roller did not decrease the thickness of the spread mat a measurable amount. The screed was set and maintained at 3/4 inch for the remainder of the project. Due to unevenness of the "B" mix pavement the thickness of the seal mix ranged from approximately 1 inch to $\frac{1}{2}$ inch at the centerline after the first few hundred feet.

2. The Dallas end of the project is composed of an oil mat which was not overlaid with "B" mix. The irregularity of the surface resulted in a rather long section in which the thickness of the seal exceeded 2 inches. This is sufficient thickness to allow the low stability of high asphalt content - one size marble like gradation to shove to some extent under the roller. Wheel grooving is probable in this area. Also, it is probable that traffic will push the aggregate particles of the seal coat into the relatively soft oil mat which will result in a slick asphalt surface. Unfortunately this is in the area of braking for a stop sign. Repair by burning will not be effective until the total thickness of seal coat is burned off.

3. A considerable number of hardened mix chunks ranging from an inch to 5 or 6 inches came through the spreader and were carried along under the screed for several feet. The result was many long gashes in the finished mat. It was thought the mix was not sufficiently hot to replasticize the hardened top crust formed in the long haul. Temperatures of two trucks in the first four were 250°F and 260°F. An increase in temperature at the plant was requested by radio. A note with the first truck after the increase indicated the aggregate at the drier was 320°F. Temperature of the mix at the spreader was 280°F. The increase in temperature proved the wrong thing to do for the more fluid asphalt drained to the bottom of the truck resulting in excessively high asphalt content in the last portion going into the spreader. This in turn resulted in flushed spots on the pavement.

The temperature was immediately lowered at the plant and, for the remainder of the project, the aggregate temperature was maintained at approximately 290°F and the mix arrived at the project from 260° to 270°F. There still was evidence of asphalt drainage to the truck bed. The asphalt content was reduced to 7.5 percent for the remainder of the project. Flushed spots occurred only occasionally at this temperature and asphalt content. Another source of flushed spots is in allowing the spreader to stand, while waiting for trucks, with 12 or 15 inches of mix held in the screw. The asphalt will drain out of this thickness onto the pavement surface leaving excess asphalt when the screed carries off the upper portion.

When such "fat" spots occur, they can be repaired only by shoveling the complete area and discarding prior to breakdown rolling. Burning the spots will not be effective.

An examination of the hardened chunks found at the start of the project found them to be an accumulation of fines and asphalt. From the observed composition it is <u>believed</u> these chunks were accumulations of past mixing clinging to the paddles and sides of the pug mill. The fluid seal coat mix, for some unexplained reason, appears to have broken the chunks loose. None were found after the first few loads. The hardened crust formed during the

long haul did cause some difficulty throughout the remainder of the project. The small gashes formed were filled with fresh mix from the hopper. The marks do show in some cases but would not be seen if one were not looking for them. It is believed a short haul will avoid this difficulty.

In general the trial appears to be successful. Cores will be taken after approximately a month of traffic to determine the continuity of the asphalt layer and effect of traffic on the surface. The trial indicated that temperature is quite critical. The mix must be cool enough to prevent drainage in the truck but hot enough to prevent crusting in the truck. In such a balance drainage of the 3/4 inch layer to form an impervious sheet will require time in warm weather. For this reason such mixes should not be attempted without promise of several weeks of warm weather immediately after laying.

A construction practice which should be avoided is the feathering out at the end of a days run for a transverse joint. The material can only feather from 3/4 inch to a ½ inch because of the ½ inch size particles. Completion of the joint by adding ½ inch material on top of the ½ inch feather results in a bump. Joints should be squared off at a full 3/4 inch and not tapered down by the roller.

O. A. White

O. A. WHITE
Engineer of Materials & Research

OAW:zf

cc: L. Shaw
F. Morgan
R. Asburry
E. Hall
T. Schott

copied for Glenn 8-11-61

RECEIVED
AUG 3 - 1971
FOR FILING
7792

PRISMO UNIVERSAL
CORPORATION
4 RESEARCH PLACE • ROCKVILLE, MD. 20850, U.S.A.
TELEPHONE: (301) 948-5800

July 28, 1971

Mr. E. S. Hunter
Administrative Engineer
State of Oregon
Department of Highways
Highway Building
Center & Capitol Street
Salem, Oregon 97300

Dear Mr. Hunter:

On March 17, 1971 a test was conducted on the Spraygrip anti-skid application performed by the Prismo Universal Corporation on a contract basis.

Spraygrip was applied to the vicinity of Interstate 85 and U.S. 401 near Durham, North Carolina, under the control of the North Carolina Department of Highways.

There were two test methods used; one by the British Portable Tester (pendulum). The other test was conducted by the State of North Carolina using their trailer type skid tester. The results were as follows:

BRITISH PORTABLE TESTER

Before Spraygrip	After Spraygrip	Resistance Increase
Tester position #1-68	97	23
Tester position #2-71	91	20
Tester position #3-71	93	22

Tester position merely refers to the road surface area where the tester was situated for the above three readings.

STATE OF NORTH CAROLINA TRAILER SKID TESTER

Before Spraygrip	After Spraygrip	Resistance Increase
20 m.p.h. - 56.5	85.5	+29
30 m.p.h. - 40.0	80.5	+40.5
40 m.p.h. - 40.2	80.5	+40.3
50 m.p.h. - 39.4	77.0	+37.6
60 m.p.h. - X	80.5	-----

8-2-71
Buchanan Hoge
Ltr
ESH

PRISMO UNIVERSAL
CORPORATION
4 RESEARCH PLACE • ROCKVILLE, MD. 20850, U.S.A.

This information is being presented to you at the request of our Regional Manager, Gerald Rieker. It is our hope that it will be of interest to you, just as it has been for many other individuals in the Traffic Engineering field.

If we can be of further assistance to you, or supply you with more information pertinent to Spraygrip, please feel free to contact us.

Very truly yours,

PRISMO UNIVERSAL CORPORATION

Maxwell H. Corbin

Maxwell H. Corbin
Assistant to the Vice President

MHC:ew

cc: G. Rieker

RECEIVED
AUG 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7793 Powell Valley Rd. at S.E. 174th Sec. of Mt. Hood Hwy. W. of Gresham (Traffic signals) 1972

C&A 4462 4/7/72

7793

October 4, 1973

Aetna Casualty and Surety
Company
1201 S. W. 12th
Portland, Oregon 97205

Gentlemen:

A post-final payment for $258.75 will be made to Olson Electric Co., Inc. on Contract No. 7793 for traffic signal installation on Powell Valley Road at S. E. 174th Avenue on the Mt. Hood Highway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $16,976.38 including the post-final payment. Of the total, $113.28 is for force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

FN:db

cc: Olson Electric Co., Inc.
200 E. 5th Street
Vancouver, Washington 98660

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
L. W. Rulien

7793 -

5

July 30, 1973

The Aetna Casualty & Surety Company
Bond Department
1201 S. W. 12th Avenue
Portland, Oregon 97205

Gentlemen:

On July 23, 1973, we wrote to you concerning release of final payment on Contract No. 7793 awarded to Olsen Electric Company, Inc., for traffic signal installation on Powell Valley Road at S. E. 174th Avenue on the Mt. Hood Highway in Multnomah County.

Final payment on this contract is $830.12 and the total contract amount is $16,717.63 including $113.28 for work performed under force account.

Very truly yours,

C. W. Hand, Manager
ADMINISTRATIVE SERVICES

hm

cc Olsen Electric Company, Inc.
200 East 5th Street
Vancouver, Washington 98660

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
L. W. Rulien

7793

July 23, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe, Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7793, Work Completed May 16, 1973

Project Powell Valley Rd. at SE 174th Avenue

Highway Mt. Hood, County Multnomah

Type of Work Traffic Signal Installation

Contractor Olson Electric Co., Inc.

Recommended Acceptance Date July 19, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on August 14, 1973 for your formal concurrence.

VG:dg

cc C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7773

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 29, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Time Extension**
Powell Valley Road at S. E. 174th Avenue
Mt. Hood Highway
Contract No. 7793

Olson Electric Company, contractor on the subject project, has requested an extension of the contract time to waive all liquidated damages because of a delay caused by a labor dispute involving the controller supplier and a delay due to extra work added to the contract. The project was completed May 16, 1973 with 97 days' liquidated damages accrued at $30 per day for a total of $2,910.

The added work alone justifies the extension requested. The 170 days allowed expired February 8, 1973. The contractor also received approval of Price Agreement No. 1 on February 8, 1973. This order covered signal revisions to accommodate left-turn lanes on 174th Avenue. The contractor then ordered the additional material which was received May 11, 1973 and was promptly installed by May 16, 1973, an elapse of 97 days from the date the contractor received approval of Price Agreement No. 1.

I have granted a 97-day extension of time on this project which will delete all liquidated damages. This was a State project.

This will be on the agenda for your concurrence at the July 10 meeting.

bc Cecil Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
L. W. Rulien
V. L. Gallagher
Gary Sund

JAB:fw ja

7793

5

June 29, 1973

Olson Electric Company, Inc.
P. O. Box 830
Vancouver, Washington 98660

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7793 for work on the Powell Valley Road at S. E. 174th Avenue Section traffic signal installation on the Mt. Hood Highway in Multnomah County.

Careful consideration has been given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 97 days is granted which will delete all time liquidated damages on the project.

Very truly yours,

F. B. Klaboe
State Highway Engineer

bc Cecil Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
L. W. Rullen
R. V. Cotton
V. L. Gallagher

fw ja

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27, 1973

NOTED
H. S. COULTER

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Request for Time Extension
Powell Valley Rd. @ S.E. 174th Ave.
Traffic Signal Installation
State Project
Contract No. 7793

FROM:

John A. Bond
Construction Administration Engineer

The subject project covering signalization of one intersection on the Mt. Hood Highway was awarded August 4, 1972 and 170 calendar days were allotted to complete the work. The contract work was completed May 16, 1973 with 267 calendar days charged, an overrun of 97 calendar days at $30 per day or $2,910.00.

The contractor has requested an extension of time to waive all liquidated damages. The request is based on a delay caused by a labor dispute involving his controller supplier and a delay due to extra work added to the contract.

The extra work alone delayed the contractor 97 days. The 170 days expired February 8, 1973. The contractor also received approval of Price Agreement No. 1 on February 8, 1973 and then placed an order for the additional material. This order covered signal revisions to accommodate left turn lanes on 174th. The material was received May 11, 1973 and was promptly installed by May 16, 1973, an elapse of 97 days from the date the contractor received approval of Price Agreement No. 1. (Note that May 16 is also the contract completion date.)

The time required for delivery and installation of this added work is reasonable and it was this work that determined the completion date of the project. The supplier strike cited is probably also valid for extension (it was recognized as reason for extension recently on Contract 7701 in Coos Bay). The poles and cabinets were delivered after the contract time had expired but, as the contractor was waiting for the materials order for the P.A. 1 added work, the regular contract work probably was not expedited.

Based on the above, the contractor should be granted a 97-day extension which waives all liquidated damages. This is a State project and does not require FHWA approval. Rough draft letters to the Commission and contractor are attached.

WBR:dh/JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
JUN 28 1973
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

4-5-73

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7793 Contractor Olson Electric Company

Highway Mt. Hood Highway

Section Powell Valley Road at SE 174th Avenue

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 97 days for work on late added Price Agreement No. 1

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7793
Project designation	State (State-Federal)
Date awarded	8-4-72
Work started	11-30-72
Per cent completed	100% 5-16-73 (Date)
No. of Workdays Allowed	170
No. of Workdays Used	267
No. of Added Workdays Requested	123

BP*6286-734

E-330 (Rev.)—834—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 4/5, 19 73

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 170 days to 293 days, within which to complete our Contract No. 7793, without the assessment of liquidated damages. The said contract is described as follows:

Multnomah County, Traffic Signals, Powell Valley Rd at S E 174 Ave.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Receipt of Approval of PA#1 2/8/73
Time needed to place order for materials required in this change order, material approvals submittals to the state, manufacturer schedule for material, receipt of material and installation of required materials

(previous extension request for 60 days due to manufacturer strike for controller equipment)

Respectfully submitted,

OLSON ELECTRIC COMPANY, INC.
Contractor

By _____

CONSENT OF SURETY

Date 4-5, 1973

We, THE AETNA CASUALTY AND SURETY COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Virginia White
Attorney-in-fact

(SEAL)

Resident Agent

7793

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Powell Valley Road at SE 174th Avenue		WEEK ENDING: May 16, 1973
		SECTION PREFIX: 26-1199
HIGHWAY: Mt. Hood		COUNTY: Multnomah
NAME OF JOB: Powell Valley Road at SE 174th Avenue	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Olson Electric Company	CONTRACT NUMBER: 7793	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 4, 1972	DATE WORK STARTED: November 30, 1972	ESTIMATED COMPLETION DATE: May 16, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 170	CALENDAR DAYS USED: 267
PROJECT AUTHORIZATION: $ 17,029.43	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 157.1%
EXCLUSIVE OF ENGINEERING: $ 15,533.93	ENGINEERING AUTHORIZATION: $ 1,486.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 15,533.93	ENGINEERING COST TO DATE: $ 1,450.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 97.5%	DATE PROJECT WAS COMPLETED: May 16, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1- ladder truck, misc. hand tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 13	Clear	1		
MONDAY 14	Clear	1		
TUESDAY 15	Clear	1		
WEDNESDAY 16	Clear	1		
THURSDAY				
FRIDAY				
SATURDAY 12	Clear	1		

Routing: Keesey, Bond, Jackmond, Hardt, Johnson, Walker, Fosse, Glenn, Berg

RECEIVED
MAY 21 1973
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 13	No activity.
14 MONDAY	No activity.
15 TUESDAY	No activity.
16 WEDNESDAY	Replaced the 30 amp fuse in the controller cabinet with a 30 amp circuit breaker. Hung the left turn arrows for 174th on PA #1. This completed the contract.
THURSDAY	
FRIDAY	
12 SATURDAY	No activity.

REMARKS

STATUS: The contract is 100% complete and the semi-final will be submitted with in a week or so.

There will be no more weekly reports.

cc: 2- Construction
1- Region 1
1- Traffic
1- File

SIGNED Dennis S. Carlson LOCATION Milwaukie

R. V. Cotton, REs. Br. Engr., by Dennis S. Carlson

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

RECEIVED
[illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7793

DATE December 13, 1972

TO Mr. L. W. Rulien
Regional Engineer

FROM R. W. Ellison
Bridge Administration Engineer

ORIGINAL SIGNED
R.W. ELLISON

SUBJECT Powell Valley Road at S.E. 174th Ave.
Mt. Hood Highway
Contract 7793
Signal Revision

NOTED
A. E. JOHNSON

Attached are revised plan sheets, TES 2559, detail sheet 1473, special provisions and an estimate of cost for the work of traffic signal revisions on the subject project. This work is necessary because the County has widened both approaches on S.E. 174th Ave. to include left-turn lanes.

Please have a price agreement initiated to cover the work involved.

RWE:dh
Attachments

cc A. E. Johnson
L. E. George
R. V. Cotton
J. H. Wood

RECEIVED
DEC 13 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
MAR 29 1972
FOR FILING
7793

DATE March 28, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Traffic Signal Installation Agreement**

An agreement has been prepared and executed with Multnomah County covering the installation of a traffic signal at the intersection of the Mt. Hood Highway and 174th Avenue in Multnomah County.

This agreement provides that the State shall do the work of the project and maintain the installation. The County agrees to pay one half the cost and the electrical energy consumed. The total estimated cost of this installation is $25,000, with the State's share to be taken from State Construction Funds.

Approval of the agreement and authorization for the Secretary to sign it on your behalf is recommended.

This matter will be on the agenda for your consideration at the April 4 meeting.

cc Floyd Query
George M. Baldwin
F. B. Klaboe
R. L. Schroeder
E. S. Hunter
L. H. Young
L. E. George
V. E. Skoog
R. N. Bothman
H. S. Cox
L. W. Rulien
Gary Ross
Gary Sund

VPJ:njc ms

RECEIVED
MAY 26 1972
FOR FILING

7793

5 i

4-4-72

April 7, 1972

MISC. CONTRACTS and AGREEMENTS No. 4462

Board of County Commissioners
Multnomah County
Courthouse
Portland, Oregon 97204

Attention: Dorothy Decker
Clerk of the Board

Gentlemen:

Attached for your records are two fully executed copies of an agreement covering the installation of a traffic signal at the intersection of the Mt. Hood Highway and 174th Avenue.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc L. E. George
(Conf. agree. att.)

RECEIVED
JAN 5 - 1972
FOR FILING

7793

January 4, 1972

Mr. Robert Nordlander
Director, Public Works
Multnomah County
2115 S. E. Morrison
Portland, Oregon 97204

Dear Mr. Nordlander:

The State Highway Division has completed an analysis at the intersection of Powell Boulevard and S.E. 174th Avenue. A copy of this report is attached. Traffic conditions are such that a signal installation is warranted.

This letter is to request consideration by Multnomah County for a State-County cooperative traffic signal installation at this location.

The total estimated cost of the signal installation is $25,000. On a cost distribution based on the number of street approaches, the cost would be shared equally by the City and State. The State would maintain the installation with the county paying for the cost of power.

If the County wishes to proceed with this work on the basis outlined, please advise this office and we will prepare and transmit to you the necessary agreement.

Very truly yours,

Tom Edwards
State Highway Engineer

By

R. L. Schroeder
Assistant State Highway Engineer

LEG:lp jf
Attachment
bc: G. M. Baldwin
Tom Edwards
F. B. Klaboe
L. E. George
J. B. Boyd

FORM E-20-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
December 28, 1971

SUBJECT: Traffic Signal Investigation
Mt. Hood Highway - S.E. 174th Avenue
US26 - Hwy.No. 26 - MP 9.87

To: F.B. Crandall
Traffic Engineer
Salem

As a result of your request of December 6, 1971, we have again reviewed traffic conditions at the subject intersection for signalization. You will recall, as a result of past investigations, improvements have been made in the side street stop position by the use of stop bars and stop flaps. Also Cross Road Symbols are in place. There is a flashing beacon at the intersection. Previous reports by this office, of November 25, 1969 and June 30, 1970, recommended signalization at S.E. 174th Avenue. The posted speed was reduced from 50 MPH to 45 MPH since the last report.

The attached sketch map shows the general physcial conditions at this intersection. The Bike Route has been added since the last look. The sight distance to the east of the intersection is 1,000 feet. The sight distance to the west is in excess of 1,000 feet. Sight distance is partially restricted by a fir tree in the southwest quadrant, and signal poles in the southeast and northeast quadrants if vehicles are not properly pulled up to stop positions.

The last manual vehicular and pedestrian count was taken November 14 and 18, 1969. This sixteen hour manual count as factored to 24 hours is attached. As may be seen on the Signal Warrant Comparison Sheet, minimum vehicular volume warrants for signalization are met.

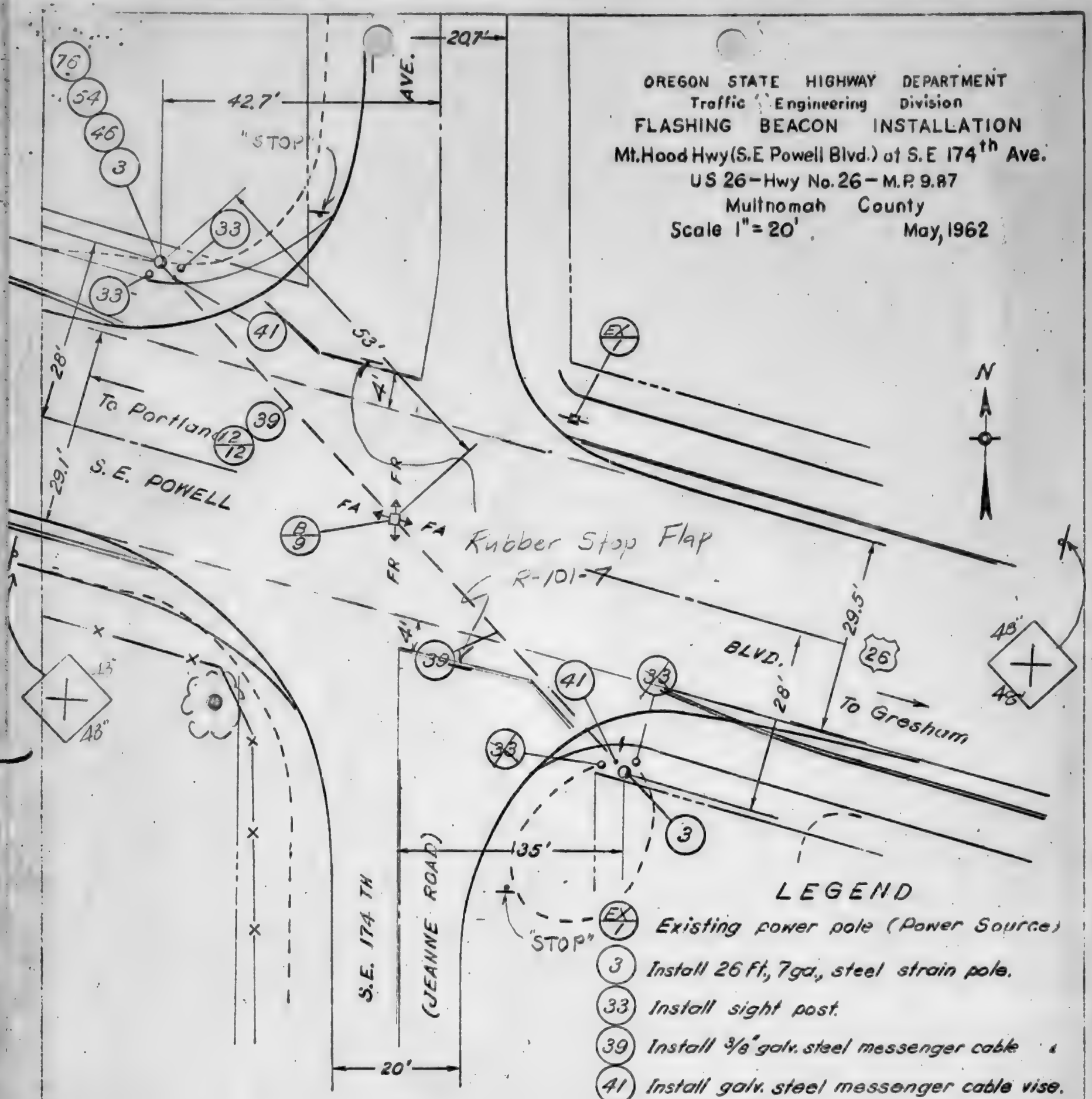
The attached collision diagram shows the 36 reported accidents for the period from January 1, 1968 through October 31, 1971. There were 30 injuries in these accidents. The major type accidents were the 23 angle and 10 turning movement. There were three reported accidents of a type preventable by signalization with the last 12 months study period.

This location meets vehicular volume warrants for signalization. The past accident records shows a considerable number of angle accidents.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

FLASHING BEACON INSTALLATION

Mt. Hood Hwy (S.E Powell Blvd.) at S.E 174th Ave.
US 26 – Hwy No. 26 – M.P. 9.87
Multnomah County
Scale 1" = 20' May, 1962



LEGEND

- EX/1 — Existing power pole (Power Source)
- 3 — Install 26 Ft., 7ga., steel strain pole.
- 33 — Install sight post.
- 39 — Install 3/8" galv. steel messenger cable
- 41 — Install galv. steel messenger cable vise.
- 46 — Install 5/8"×12" galv. thimbleye bolt.
- 54 — Install 5"×8"×12" galv. steel switch cabinet with 30 ampere fusible switch.
- 76 — Install single pole flasher mechanism with radio interference eliminator.
- 2/12 — Install 2 wire No.12 control cable.
- B/9 — Install Four-way, 1section, square type span wire mounted flashing beacon with 2-15° adaptors

1.
2.
3.
4.

TYPICAL VIEWS
Mt. Hood Highway at S.E. 174th Avenue

1. Looking east on US26 from 300 feet west of S.E. 174th Avenue.

2. Looking west on US26 from 200 feet east of S.E. 174th Avenue.

3. Looking south on S.E. 174th from 100 feet north of US26.

4. Looking east along the north shoulder of US26 from 100 feet west of S.E. 174th Avenue.

2.

3.

4.

TYPICAL VIEWS
Mt. Hood Highway at S.E. 174th Avenue

1. Looking east on US26 from 300 feet west of S.E. 174th Avenue.

2. Looking west on US26 from 200 feet east of S.E. 174th Avenue.

3. Looking south on S.E. 174th from 100 feet north of US26.

4. Looking east along the north shoulder of US26 from 100 feet west of S.E. 174th Avenue.

3.

4.

TYPICAL VIEWS
Mt. Hood Highway at S.E. 174th Avenue

1. Looking east on US26 from 300 feet west of S.E. 174th Avenue.

2. Looking west on US26 from 200 feet east of S.E. 174th Avenue.

3. Looking south on S.E. 174th from 100 feet north of US26.

4. Looking east along the north shoulder of US26 from 100 feet west of S.E. 174th Avenue.

4.

TYPICAL VIEWS
Mt. Hood Highway at S.E. 174th Avenue

1. Looking east on US26 from 300 feet west of S.E. 174th Avenue.

2. Looking west on US26 from 200 feet east of S.E. 174th Avenue.

3. Looking south on S.E. 174th from 100 feet north of US26.

4. Looking east along the north shoulder of US26 from 100 feet west of S.E. 174th Avenue.

Oregon State Highway Division

Traffic Engineering Section

Accident Analysis

COLLISION DIAGRAM

City of _____ County Multnomah

Intersection of Mt Hood Hwy. and S.E. 174 th Ave.

Highway Number 26 (US 26) MP. 9.87

Period Covered 1-1-68 To 10-31-71

Compiled by _____ Drawn by _____ Date 12-14-71

Collision Type	1968				1969				1970				1971				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		2	3	5		7	1	8		3	5	8		1	1	2		13	10	23
Head-on																				
Rear-end											1	1			1	1			2	2
Sideswipe																				
Turning Movement			3	3		2	3	5			1	1			1	1		2	8	10
Parking																				
Non-collision		1		1														1		1
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		3	6	9		9	4	13		3	7	10		1	3	4		16	20	36

Form E-260 — 2M — 11-68 5/70

TRAFFIC SIGNAL WARRANT COMPARISON

OREGON STATE HIGHWAY DEPARTMENT
DIVISION I

City ------ County Multnomah

Highway Name Mt. Hood Intersecting Road S.E. 174th Ave.

Route No. US26 Highway No. 26 Mile Point 9.87

Item	Observed Conditions	Minimum Warrant 1/2
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	518	350
Average Hourly Minor Street Volume-Same 8 hrs. (Highest hourly volumes from either approach)	112	105
Interruption of Continuous Traffic Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	518	525
Average Hourly Minor Street Volumes-Same 8 hrs. (Highest hourly volumes from either approach)	112	53
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max 8 hrs. (Total of both approaches)	518	420
Average Hourly Ped. Volume Across Major St.-Same 8 hrs. (Highest volume crosswalk)	1	105
Accident Experience Warrent:		
Preventable accidents (Last 12 months)	3	5

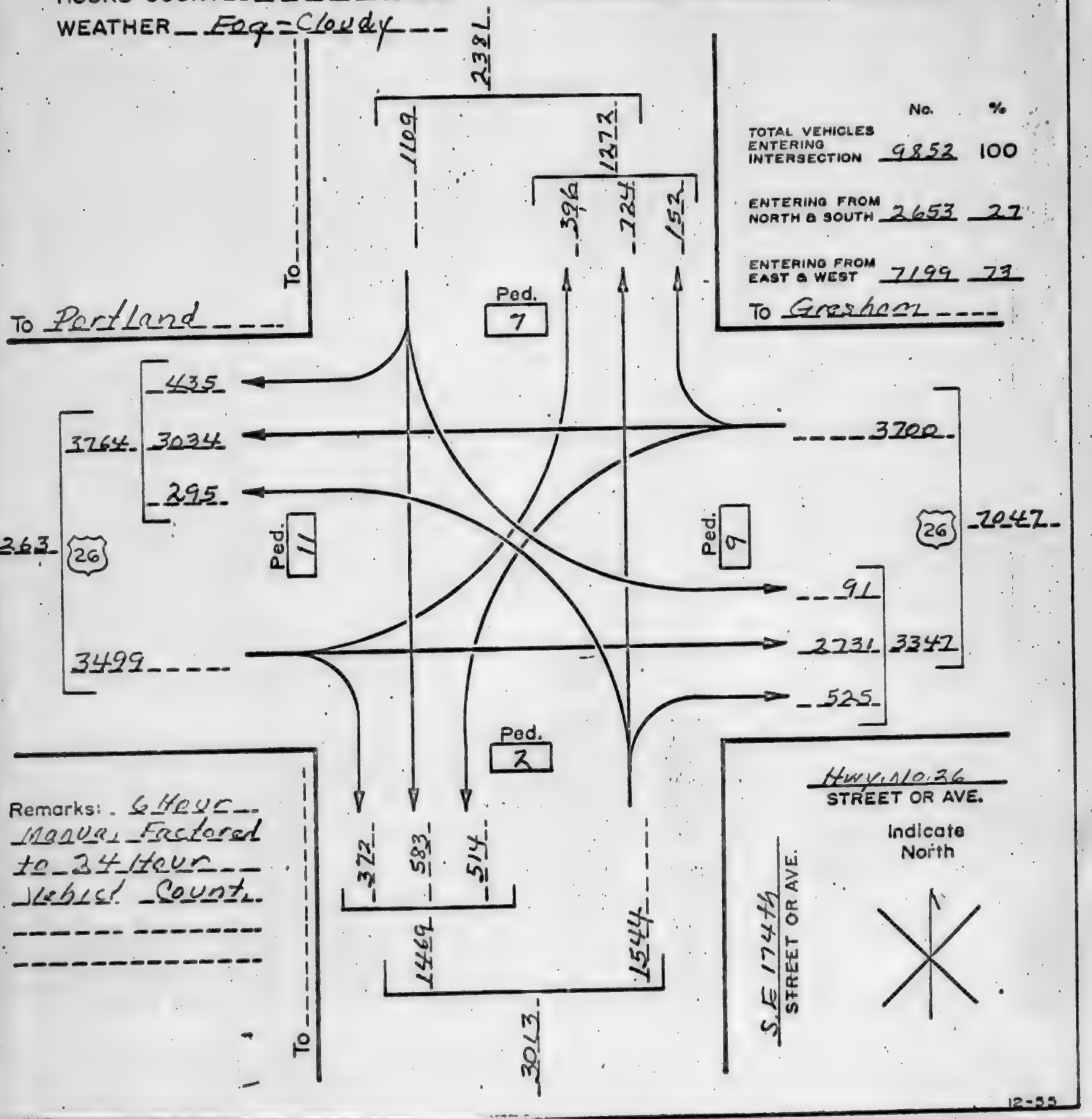
1) 70% warrants used where prevailing speeds are above 40 MPH on the major highway.

2) Manual count taken November 14 & 18, 1969.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE Nov. 14 & 15-1967
DAY OF WEEK Friday & Tuesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6:00 A. - 10:00 P.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00 A. - 10:00 P.
WEATHER Fog - Cloudy

CITY OF Multnomah County
INTERSECTION OF Mt. Hood Hwy. No. 26.
AND S.E. 174th Ave.
STATION NO. M.P. 9.87 Hwy. No. 26
CODE NO.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	9852	100
ENTERING FROM NORTH & SOUTH	2653	27
ENTERING FROM EAST & WEST	7199	73

To Gresham

Remarks: 6 Hour Manual Factored to 24 Hour Vehicle Count.

12-55

Form K-45—5M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date Nov. 14 & 15-1969

Day of week Friday - Tuesday

Hours counted 6:00A - 10:00P

Weather Fog - Cloudy

Classification All Vehicles

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Tot
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL				
A.M.	6:00- 7:00	2	1	13	7	30	25	121	59	20	15	5	21	319	106	33	213	6
	7:00- 8:00	1	2	24	21	36	73	202	239	33	102	18	44	795	280	35	515	6
	8:00- 9:00	2	7	19	22	24	46	146	169	26	37	12	19	529	147	28	382	7
	9:00-10:00	8	10	15	15	21	30	116	133	18	17	14	19	416	110	26	306	7
	10:00-11:00	3	11	15	10	22	21	136	112	20	14	14	11	389	86	22	303	7
	11:00-12:00	5	10	26	27	28	38	162	148	18	24	21	11	518	132	25	386	7
	12:00- 1:00	5	10	29	24	26	39	190	155	19	22	16	13	548	134	24	414	7
P.M.	1:00- 2:00	10	14	27	20	32	44	217	157	25	22	22	20	610	155	25	455	7
	2:00- 3:00	9	12	26	26	18	26	186	163	17	27	19	5	534	111	21	423	7
	3:00- 4:00	9	16	53	33	49	57	292	201	42	44	35	22	853	234	27	619	7
	4:00- 5:00	5	15	35	25	59	63	300	217	91	55	41	16	922	233	25	689	7
	5:00- 6:00	4	8	22	15	62	60	229	242	62	40	52	22	848	210	25	638	7
	6:00- 7:00	3	8	22	24	49	44	154	153	21	20	29	15	542	153	28	339	7
	7:00- 8:00	6	6	32	25	29	54	129	131	20	20	11	14	477	155	32	322	6
	8:00- 9:00	6	4	23	16	19	22	76	109	17	11	12	9	324	90	28	234	7
	9:00-10:00	5	4	15	20	26	16	102	95	18	7	17	7	382	76	23	256	7
	10:00-11:00																	
	11:00-12:00																	
A.M.	12:00- 1:00																	
	1:00- 2:00																	
	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
	24-Hour total .	91	153	435	396	583	724	3034	2731	514	525	372	295	9853	2655	27	7199	7
	__-Hour total .	83	138	396	360	530	658	2758	2483	467	477	338	268	8956	2412	27	6544	7
	__-Hour total .																	
	Control . . .																	
	Factor . . .																	

Tab
Co
Ch
Ch

S.E. 174th Ave. St. is North and South

Hwy No. 26 St. is East and West

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Multnomah County
Intersection Mt Hood Hwy No 26 & S.E 174th Ave
Station number M.P 9.87 - Hwy No. 26
Code number

Classification All Vehicles

Entering Volumes

East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
20	15	5	21	319	106	33	213	67
33	102	18	44	795	280	35	515	65
26	37	12	19	529	147	28	382	72
18	17	14	19	416	110	26	306	74
20	14	14	11	389	86	22	303	78
18	24	21	11	518	132	25	386	75
19	22	16	13	548	134	24	414	76
25	22	22	20	610	155	25	455	75
17	27	19	5	534	111	21	423	79
42	44	35	22	853	234	27	619	73
91	55	41	16	922	233	25	689	75
62	40	52	22	848	210	25	638	75
21	20	29	15	542	153	28	389	72
20	20	11	14	477	155	32	322	68
17	11	12	9	324	90	28	234	72
18	7	17	7	382	76	23	256	77
314	525	372	295	9853	2653	27	7199	73
467	477	338	268	8956	2412	27	6544	73

SUMMARY BY LEGS			
North	East	West	South
45	142	71	61
61	237	278	219
45	179	203	102
44	144	162	66
40	167	136	46
59	190	196	73
60	219	195	74
69	256	199	86
53	215	208	58
111	350	269	123
99	406	283	134
88	299	339	122
74	183	206	79
67	155	167	88
48	97	137	42
46	124	132	30
1109	3700	3499	1544
1009	3363	3181	1403

PEDESTRIANS USING CROSSWALKS							
North		East		West		South	
S	C	S	C	S	C	S	C
	1		2	1			
		2		1	1	2	
	2		1				
			1				
			1				
1	1			2	1		
				2			
	1	1	1	1			
			-		2		
1	6	3	6	7	4	2	

Tabulated by WWP
Computed by WWP
Checked by
Checked by

nd South
nd West

7795 N. Santiam R. (Green's) Br. 1972
Sec. of FAS 126, east of
Jefferson. (Structure) #2

C+A 4591 - 11/7/72
4521 - 8/4/72

OREGON STATE HIGHWAY DIVISION

FORM 81-734-1150

HIGHWAY DIVISION INVOICE

NO. 123365

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-21-77	cc 1760		522-1913-297

LINNECY

- Linn County
- Attn: Mr. Willis Grafe, County Engineer
- Board of Commissioners
- Courthouse

Albany, OR 97321

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing -- P.E. -- North Santiam River (Greens) Bridge Section S-390(3) FAS 126 Covered by agreement dated 11/24/71 Local matching funds for P.E. costs on this project are $8,736.09. Linn County has paid $4,368.05 AMOUNT DUE STATE			$4,368.04
see cc 1680A and cc 1680B			

November 8, 1977

Marion County
Board of Commissioners
Courthouse
Salem, OR 97301

North Santiam River
(Greens) Bridge Section.
FAS 126
Marion and Linn Counties
cc 1680 B

ATTN: Mr. John Anderson
Public Works Director

Dear Mr. Anderson:

In January of this year, the Highway Division sent Marion County a billing for one-half of the local matching funds (in the amount of $4,368.05) for the P.E. costs for the joint bridge project between Marion and Linn County. However, there appears to be no agreement between Marion and Linn Counties to indicate that each county will share equally the P.E. costs of this project. So we are cancelling this billing to Marion County, and will send the billing to Linn County because the P.E. project agreement is with Linn County.

Very truly yours,

Signed by GWW

G. W. Wimer
Local Government Manager

HR:lml

cc: Willis Grafe-Linn Co. Engr.
Highway Accounting
Phil Stearns, Region 2

See - cc 1760

NM

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Linn County
Board of Commissioners
Courthouse
Albany, OR 97321

Attention of Mr. Willis Grafe
County Engineer

Request No. (assigned by staff engineer or head of section) cc 1760

Date November 8, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing -- P.E. -- North Santiam River
(Greens) Bridge Section
FAS 126

Covered by agreement dated 11/24/71

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Local matching funds for P.E. costs on this project are $8,736.09. Linn County has paid $4,368.05		
		Amount due State		$4,368.04
		see cc 1680A and cc 1680B		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
522-1913-297

Submitted by:
Harold Reynolds
Harold Reynolson

Approved:
Harold Kimes
Regional Engineer

Approved:

G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** November 8, 1977

County Linn **Contract No.** 7795 **Date Completed** 1/14/75

FAS A487(formerly 126) **Section** N. Santiam River (Greens) Bridge Section

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering Costs	
Payments to Consultant Engineer	$43,888.88
State Engineering Costs	4,190.87
Total Cost of P.E.	$48,079.75

Federal funds collected $30,607.57

County's total share of P.E. costs per agreements dated 11/4/71
½ (48,079.75 - 30,607.57) = 8,736.09

Prior to this time, the Highway Division has received $4,368.05 from Linn County leaving $4,368.04

(Final billing for the construction portion of this project was sent to the Counties in May of 1976)

Note: see Billing #cc 1680 A and cc 1680 B

Reference: Billing Form cc 1760

November 8, 1977

Linn County
Board of Commissioners
Courthouse
Albany, OR 97321

North Santiam River (Greens) Bridge Sec.
FAS 126
Linn and Marion Counties

ATTN: Mr. Willis Grafe
County Engineer

Dear Mr. Grafe:

In January we made up the final statement of the P.E. costs for this project and sent a billing for one half of the local matching funds in the amount of $4,368.05 to Linn County and a billing in a like amount to Marion County. We have received Linn County's payment, but Marion County feels that all of the P.E. matching funds for this project should come from Linn County because the agreements (consultant and State) covering P.E. costs are with Linn County only.

With this in mind, we will be sending you the billing for the other half ($4,368.04) of the matching funds for the P.E. costs for this project.

Very truly yours,

Signed by G.W.W

G. W. Wimer
Local Government Manager

HR:lml

cc: Mr. John Anderson-Dir. of Pub. Wks.
Highway Accounting
Phil Stearns, Region 2

See CC 1760

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Linn County
Board of Commissioners
Courthouse
Albany, OR 97321

Attention of
Mr. Willis Grafe
County Engineer

Request No. (assigned by staff engineer or head of section) cc 1760

Date November 8, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing -- P.E. -- North Santiam River
(Greens) Bridge Section
FAS 126

Covered by agreement dated 11/24/71

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Local matching funds for P.E. costs on this project are $8,736.09. Linn County has paid $4,368.05		
		Amount due State		$4,368.04
		see cc 1680A and cc 1680B		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
522-1913-297

Submitted by:
Harold Reynolds
Harold Reynolds

Approved:
Arnold Kimes
Regional Engineer

Approved:
G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** November 8, 1977

County Linn **Contract No.** 7795 **Date Completed** 1/14/75

FAS A487(formerly 126) **Section** N. Santiam River (Greens) Bridge Section

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering Costs	
Payments to Consultant Engineer	$43,888.88
State Engineering Costs	4,190.87
Total Cost of P.E.	$48,079.75

Federal funds collected $30,607.57

County's total share of P.E. costs per agreements dated 11/4/71
½ (48,079.75 - 30,607.57) = 8,736.09

Prior to this time, the Highway Division has received $4,368.05 from Linn County leaving $4,368.04

(Final billing for the construction portion of this project was sent to the Counties in May of 1976)

Note: see Billing #cc 1680 A and cc 1680 B

Reference: Billing Form cc 1760

522-1043 Jan 126 Marion Co

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

Robert Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 20, 1977

Marion County BOC
Courthouse
Salem, OR 97301

Gentlemen:

Attached is one copy of the itemized costs for Preliminary Engineering costs for the North Santiam River (Greens) Bridge Section.

Please note there is $8736.09 due the State. The County will receive a billing for one half this amount.

Very truly yours,

Phillip O. Stearns
Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/elf

Attachs.

cc: L. W. Rulien
John Anderson

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
JAN 21 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

PROJECT MANAGEMENT
JAN 21 '77
REFER TO:
Info | Investigate | R/D | Action | File | Letter | See me

fas 124, Linn 6

522-1043

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

Robert Straub
~~XXXXXXXXX~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 20, 1977

Linn County ~~POC~~
Courthouse
Albany, OR 97321

Gentlemen:

Attached is one copy of the itemized costs for Preliminary Engineering costs for the North Santiam River (Greens) Bridge Section.

Please note there is $8736.09 due the State. The County will receive a billing for one half this amount.

Very truly yours,

Phillip O. Stearns
Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/elf

Attachs.

cc: L. W. Rulien
Willis Grafe

Hopkins
Herwell
Holmes
Prange
Unrein

RECEIVED
JAN 24 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

PROJECT MANAGEMENT
JAN 21 '77
REFER TO:
Info | Investigate | R/W | Action | File | Initial | Date Rec'd

Phil Stearns
Region 2 Federal Aid Engineer

January 19, 1977

Robert H. Prange
Local Projects Manager

Final Billing, P.E.
N. Santiam River (Greens) Br. Section FAS A 487 (formerly 126)
Linn and Marion Counties

Three copies of the itemized statement of the final costs for the P.E. for this structure are attached. Would you please forward one copy to each county and inform them that they will each receive a billing in the amount of $4,368.05 as their share of the P.E. costs.

HR:dp

Attachments

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☒ CE ☒ RE ☒ RPE ☐

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** January 14, 1977

County Linn & Marion **Contract No.** 7795 **Date Completed** 1/14/75

FAS A487(formerly 126) **Section** N. Santiam River (Greens) Bridge Section

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering Costs	
Payments to Consultant Engineer	$43,888.88
State Engineering Costs	4,190.87
Total Cost of P.E.	$48,079.75

Federal funds collected $30,607.57

Counties total share of P.E. costs per agreements dated 11/4/71 and 2/1/72
½ (48,079.75 - 30,607.57) = 8,736.09

Since Linn and Marion Counties are sharing equally the local matching funds for this project each County shald be billed for $4,368.05

(Final billing for the construction portion of this project was sent to the Counties in May of 1976)

Reference: Billing Form cc 1680A & B

OREGON STATE HIGHWAY DIVISION

FORM 61-736-1190

HIGHWAY DIVISION INVOICE

Copy to County
NO. 121.20 Marion Co

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-19-77	CC 1680B		522-1913-297

CODE: MARIØNC

- Marion County
- Board of Commissioners
- Courthouse
- Salem, OR 97301

Attn: John Anderson, Director of Public Works

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: P.E. for the N. Santiam River (Greens) Bridge FAS 126 Covered by agreements dated 11/4/71 and 2/1/72 Note--This was a cooperative project with Linn County and Marion County each being responsible for one-half of the local matching funds. Local matching funds total $8,736.10 of which Marion County is responsible for $4,368.05 Amount due State			$4,368.05

Hopkins
Harwell
Holmes
Prange R
Unrein

RECEIVED
JAN 19 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: January 14, 1977

County Linn & Marion Contract No. 7795 Date Completed 1/14/75

FAS A487(formerly 126) Section N. Santiam River (Greens) Bridge Section

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering Costs	
Payments to Consultant Engineer	$43,888.88
State Engineering Costs	4,190.87
Total Cost of P.E.	$48,079.75

Federal funds collected $30,607.57

Counties total share of P.E. costs per agreements dated 11/4/71 and 2/1/72
½ (48,079.75 - 30,607.57) = 8,736.09

Since Linn and Marion Counties are sharing equally the local matching funds for this project each County shald be billed for $4,368.05

(Final billing for the construction portion of this project was sent to the Counties in May of 1976)

Hopkins
Harwell
Holmes
Prange R
Unrein

RECEIVED
JAN 19 1977
COUNTY
CITY ✓
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To:
Bring Up ___/___/___
Other

Reference: Billing Form cc 1680A & B

City/County

OREGON STATE HIGHWAY DIVISION

FORM 61-734-1150

HIGHWAY DIVISION INVOICE

NO. 12 Linn Co

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-19-77	CC 1680A		522-1913-297

CODE: LINNECY

- Linn County
- Board of Commissioners
- Courthouse
- Albany, OR 97321
- Attn: Willis Grafe, County Engineer

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: P.E. for the N. Santiam River (Greens) Bridge FAS 126 Covered by agreements dated 11/4/71 and 2/1/72 Note This was a cooperative project with Linn County and Marion County, each being responsible for one-half of the local matching funds. Local matching funds total $8,736.10 of which Linn County is responsible for $4,368.05			
Amount due State			$4,368.05

Hopkins
Harwell
Holmes ✓
Prange
Unrein

RECEIVED
JAN 19 1977
COUNTY
CITY
✓ UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** January 14, 1977

County Linn & Marion **Contract No.** 7795 **Date Completed** 1/14/75

FAS A487(formerly 126) **Section** N. Santiam River (Greens) Bridge Section

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering Costs		
Payments to Consultant Engineer		$43,888.88
State Engineering Costs		4,190.87
	Total Cost of P.E.	$48,079.75

Federal funds collected $30,607.57

Counties total share of P.E. costs per agreements dated 11/4/71 and 2/1/72
½ (48,079.75 - 30,607.57) = 8,736.09

Since Linn and Marion Counties are sharing equally the local matching funds for this project each County shald be billed for $4,368.05

(Final billing for the construction portion of this project was sent to the Counties in May of 1976)

Hopkins
Harwell
Holmes ✓
Prange R
Unrein

RECEIVED
JAN 19 1977
COUNTY
✓ CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Reference: **Billing Form** cc 1680A & B

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-66)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Marion County
Board of Commissioners
Courthouse
Salem, OR 97301

Attention of John Anderson
Director of Public Works

Request No. (assigned by staff engineer or head of division) cc 1680B

Date January 14, 1977

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: P.E. For the N. Santiam River (Greens) Bridge
FAS 126

Covered by agreements dated 11/4/71 and 2/1/72

Itemized Statement: Note-This was a cooperative project with Linn County and Marion County each being responsible for one-half of the local matching funds.

Quantity	Unit	Description	Unit Price	Amount
		Local matching funds total $8,736.10 of which Marion County is responsible for $4,368.05		
		Amount due State		$4,368.05

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
522-1913-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved:
G. N. Hopkins
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Linn County
Board of Commissioners
Courthouse
Albany, OR 97321

Attention of Mr. Willis Grafe
County Engineer

Request No. (assigned by staff engineer or head of division) cc 1680A

Date January 14, 1977

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: P.E. for the N. Santiam River (Greens) Bridge
FAS 126

Covered by agreements dated 11/4/71 and 2/1/72

Itemized Statement: Note - This was cooperative project with Linn County and Marion County, each being responsible for one-half of the local matching funds.

Quantity	Unit	Description	Unit Price	Amount
		Local matching funds total $8,736.10 of which Linn County is responsible for $4,368.05		
		Amount due State		$4,368.05

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
522-1913-297

Submitted by:
Harold Reynolds
Harold Reynolds

Approved:

Division Engineer

Approved:
G. N. Hopkins
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** January 14, 1977

County Linn & Marion **Contract No.** 7795 **Date Completed** 1/14/75

FAS A487(formerly 126) **Section** N. Santiam River (Greens) Bridge Section

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering Costs	
Payments to Consultant Engineer	$43,888.88
State Engineering Costs	4,190.87
Total Cost of P.E.	$48,079.75

Federal funds collected $30,607.57

Counties total share of P.E. costs per agreements dated 11/4/71 and 2/1/72

$\frac{1}{2}$ (48,079.75 - 30,607.57) = 8,736.09

Since Linn and Marion Counties are sharing equally the local matching funds for this project each County shald be billed for $4,368.05

(Final billing for the construction portion of this project was sent to the Counties in May of 1976)

Reference: Billing Form cc 1680A & B

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Linn County
Board of Commissioners
Courthouse
Albany, OR 97321

Attention of Mr. Willis Grafe
County Engineer

Request No. (assigned by staff engineer or head of division) cc 1680A

Date January 14, 1977

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

EMS-S-390(4)

Final Billing: P.E. for the N. Santiam River (Greens) Bridge
FAS 126

Covered by agreements dated 11/4/71 and 2/1/72 OBEC
11/24/71

Itemized Statement: Note - This was cooperative project with Linn County and Marion County, each being responsible for one-half of the local matching funds.

Quantity	Unit	Description	Unit Price	Amount
		Local matching funds total $8,736.10 of which Linn County is responsible for $4,368.05		
		Amount due State		$4,368.05

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
522-1913-297

Submitted by:
Harold Reynolds
Harold Reynolds

Approved:
Division Engineer

Approved:
G. N. Hopkins
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Marion County
Board of Commissioners
Courthouse
Salem, OR 97301

Attention of John Anderson
Director of Public Works

Request No. (assigned by staff engineer or head of division) cc 1680B

Date January 14, 1977

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: P.E. For the N. Santiam River (Greens) Bridge
FAS 126

Covered by agreements dated 11/4/71 and ~~2/1/72~~ 11/1/72
Comm Appl

Itemized Statement: Note-This was a cooperative project with Linn County and Marion County each being responsible for one-half of the local matching funds.

Quantity	Unit	Description	Unit Price	Amount
		Local matching funds total $8,736.10 of which Marion County is responsible for $4,368.05 Amount due State		$4,368.05

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
522-1913-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved:
G. N. Hopkins
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: January 14, 1977

County Linn & Marion **Contract No.** 7795 **Date Completed** 1/14/75

FAS A487(formerly 126) **Section** N. Santiam River (Greens) Bridge Section

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering Costs	
Payments to Consultant Engineer	$43,888.88
State Engineering Costs	4,190.87
Total Cost of P.E.	$48,079.75

Federal funds collected $30,607.57

Counties total share of P.E. costs per agreements dated 11/4/71 and 2/1/72
½ (48,079.75 - 30,607.57) = 8,736.09

Since Linn and Marion Counties are sharing equally the local matching funds for this project each County shald be billed for $4,368.05

(Final billing for the construction portion of this project was sent to the Counties in May of 1976)

Reference: Billing Form cc 1680A & B

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: May 20, 1976

County Linn Contract No. 7795 Date Completed 1/14/74

FAS 126 Section N. Santiam River (Greens) Bridge (Structure)

PAYMENTS TO CONTRACTOR

ITEM			TOTAL COST
This is a cooperative project between Marion and Linn Counties			
Payment to the Contractor		(Fed. Part.)	$577,200.36
Construction Engineering			66,896.12
Utility audit			122,36
	TOTAL	(Fed. Part.)	$644,218.84
Contract Payment		(Non Part.)	$4,092.00
Interest to Contractor			44.00
Construction Engineering			528.00
Utility audit			36.48
Less Cut-off Piling			-2,180.64
	Total	(Non Part.)	$2,519.84

Total cost of Project $646,738.68

Federal Funds collected $410,109.71

Per agreement County's share of construction costs are as follows:

½ ($644,218.84 - $410,109.71) + $2,519.84 = $117,054.56 + $2,519.84 = $119,574.40

County's advance deposit	$135,000.00
County's share of construction costs	119,574.40
Amount to be refunded to Counties	$ 15,425.60

Note: Marion and Linn Counties shared equal expenses and made equal advance deposits so they should each receive an equal amount of the refunded $15,425.60 or $7,712.80 each

Reference: Billing Form cc-1570

7795 L-- - - - - STATE COPY R

cc: OSHD (H S Coulter)
Wash DC (HHO-32)
GKHossner

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

COPY SENT

JUL 07 1975

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.* Washington

1. PROJECT NO.	2. COUNTY	3. STATE
FHS-S-390(4)	Linn	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This contract provided for construction of a 450-foot long bridge with a roadway width of 34 feet, and approximately 1200 feet of roadway with 11-foot travel lanes and 6-foot paved shoulders. The work was performed on the "N. Santiam River (Greens) Bridge Section" of FAS 126.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Hannan Bros.	$ 858,710.00

7. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE *(SHD Official)* J. Reedy

TITLE Construction Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
JUL 8 1975
Office of
Assistant State Highway Engineer

7-8-75 c/j Const.

NOTED H.S. COULTER

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width _____ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
			X081	0.091

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
P. V. Riedl	June 25, 1975

12. IN COMPANY WITH

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE P. V. Riedl		16. SIGNATURE G. K. Hossner	
14. TITLE Area Engineer	15. DATE 7-3-75	17. TITLE District Engineer	18. DATE 7/3/75

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

ACC 5
fas 126 - Linn
fas 957 - Union

OREGON STATE HIGHWAY DIVISION

Robert Straub
XXXXXXXXXXX
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 24, 1975

Oregon Bridge Engineering Co.
PO Box 72
Springfield, OR 97477

RECEIVED
COUNTY & CITY SECTION
APR 25 1975
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Attention: Wally Palmateer

Here are the details of the audit adjustments in final payments for the Clark Creek Bridge and Green's Bridge as requested in your letter to Robert Prange, April 21, 1975:

Clark Creek Bridge - fas 957, Union

Labor billed	$ 6,872.25	
Overhead billed @	.804	
		$5,525.29
Overhead adjusted to 1973 @	.9165	6,298.42
1) Additional Overhead paid		$ 773.13
Manhours recorded, not billed:		
Bishop, Aug. 22-25, 1972, 28 hrs.	$ 218.40	
Overhead @ .9165	200.16	
2) Additional labor & O/H paid		418.56
Total Audit Adjustment		$1,191.69

This pattern differs from the "Revised Field Rate" column in the table accompanying your letter. A careful study of the above examples should explain the guiding principle.

If I can help you further at any time, please feel free to call or write.

Dettmar Jones

Dettmar W. Jones
Staff Auditor

DWJ:pl

cc: Harold Reynoldson
R. J. Hacek

Linn 2429 & 2464
+ overruns
390(4)

fas 126
Linn Co.

MEMORANDUM TO FILES

April 23, 1975

FROM: Robert H. Prange
Rural Engineer
County-City Unit

RE: Overrun on Construction Engineering
N. Santiam River (Greens) Bridge, FAS 126
Linn County
Project No. EHS-S-390(4)
Contract No. 7795

Mr. Dettmar Jones' interoffice memorandum dated April 11, 1975 has requested the disposition of the participation of an overrun of $2,031.78 for the construction engineering on the subject project.

FHWA has informed us that they participate in construction engineering charges on an FAS-C project up to 15 percent of the construction cost of the project.

This overrun is therefore participating because the total cost of the construction engineering including the $2,031.78 appears to be well within the 15 percent limit.

HR:scr

cc: Finance

☑ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

April 21, 1975

Mr. Robert H. Prange
Rural Engineer
County-City Unit
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

FAS 126, Linn Co

FAS 31-106 Union Co

Dear Sir:

We thank you for the warrents for both Clark Creek Bridge and Green's Bridge.

Since the Oregon State Highway Division audit by Dettmar W. Jones is a change (increase) over our billings, it is necessary to our internal accounting system to identify the items that were changed.

Could we please prevail upon you to have us sent a copy of the final audit on both jobs.

Sincerely,

Wally Palmateer

W. A. Palmateer
General Manager

WAP:seb

Copy to:
Det Jones
Please handle

RECEIVED
COUNTY & CITY SECTION
APR 22 1975
ENGR. COOR. BE AE UE
UPE CE RE RPE

OREGON STATE HIGHWAY DIVISION

Form 81-734-1022 (Rev. 9-72)

WARRANT NUMBER

41234

DISBURSEMENT VOUCHER

	VOUCHER DATE	TOTAL AMOUNT
Oregon Bridge Engineering Co. % Linn County Engineer 3010 Industrial Way Albany, OR 97321	4-11-75	$ 5,634.01

4-8	serv. rendered	7795	$
on			

REMITTANCE ADVICE

ATTACHED IS WARRANT IN FULL PAYMENT OF CLAIM DETAILED ABOVE

SUMMARY SHEET - SERVICES, RAILROAD & UTILITY INVOICES

OREGON STATE HIGHWAY DIVISION

Salem, Oregon April 8, 1975

Payable To: Oregon Bridge Engineering Co. c/o Linn County Engineer, 3010 Industrial Way, Albany, OR-97321

Project: Green's Bridge

Hwy. Agr. No.:

Contractor:

Contract No.: 7795

Agreement or ~~Work Order~~ job No.: 44-13

Estimate No.: 20-FINAL

Period Covered: 8/3/72 - 6/30/74

Project No.: EHS 390(4)

(Greens Bridge - Const. Eng.)

Invoice or Billing #	Description	Total Amount To Date	Previous Amount	Present Amount
—	Estimates #1 - #19	47,599.14	47,599.14	
—	Paid OBEC by Linn County	3,798.63	3,798.63	
2428	Fixed fee balance	2,250.00		2,250.00
2464	FINAL - billed $ 13.11			
	Audit adjust. 3,370.90			
	$3,384.01	3,384.01		3,384.01
Totals		57,031.78	51,397.77	5,634.01
Retained — %		—	—	—
Total Payments		57,031.78	51,397.77	5,634.01

Prepared & Approved by:

D. W. Jones
Auditor

Approved by:

R R Neff
Responsible Supervisor

Max. cost to State $55,000

Charge: Pt. 1 (50) 522-1043-900P $5,634.01

Charge:

Charge:

Charge:

Charge:

Credit:

Form 81-734-1359 (11-73)

Linn FAS126
Union -FAS957

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 14, 1975

Oregon Bridge Engineering Co.
PO Box 72
Springfield, OR 97477

Your letter dated April 2, 1975, raised the issue of overhead costs as incurred on your several projects with State and Counties.

The basic consideration is timing. When you make an initial cost proposal, you properly use your latest available cost figures to determine the provisional overhead markup percentage. If the proposal is being made late in your fiscal year and/or if the project is reasonably expected to continue into two or more fiscal periods, you may wish properly to increase your provisional rate to a reasonable estimate IF HISTORIC COST CURVES are rising as yours did 1970-1973. Conversely, if the curve is declining, as yours did from 1973-1974, you should reduce your estimated provisional rate accordingly.

Once a provisional rate is proposed and becomes part of a contract (agreement), it should not be changed during the project period. You and the government entity have the assurance that the provisional rate will be adjusted by audit at project completion to your actual costs.

Note that "actual costs" are determined as of the date incurred. As examples consider the two projects recently audited:

Greens Bridge labor costs were incurred from September, 1972-May, 1973, at rates for the fiscal year ended May 31, 1973; and from June, 1973, to June, 1974, at rates for the period ended May 31, 1974.

Clark Creek Bridge labor costs were incurred between June, 1972, and February, 1973, at rates for the period ended May 31, 1973.

LINN

UNION

RECEIVED
COUNTY & CITY SECTION
APR 14 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Green's Bridge

Manhours recorded, not billed:		
Quiner 8/9/72, 4 hrs.	$ 45.60	
Billed, not supported:		
Bishop 8/3/72, 3 hrs.	(23.40)	
	$ 22.20	
Overhead @ .9165	20.35	
1) Additional labor & O/H paid		$ 42.55
2) Overhead adjusted to actual cost:		
Labor 9/72-5/73 $13,406.18		
should be @ .9165	$12,286.76	
Labor 6/73-6/74 $10,433.27		
should be @ .8585	8,956.96	
Total $23,839.45 billed @ .7515	17,915.37	$3,328.35
Total Audit Adjustments		$3,370.90

Dettmar W. Jones
Staff Auditor

DWJ:pl
cc: R. H. Prange

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION

TO: Vernon E. Skoog
Controller

DATE: April 11, 1975

FROM: Dettmar W. Jones
Staff Auditor

SUBJECT: Audit Report
Oregon Bridge Engineering Co.
Linn County, Greens Bridge
Union County, Clark Creek Bridge

Definition Statement

The two referenced projects were authorized in 1971 by Cooperative Construction-Finance Agreements between Oregon State Highway Division and the respective counties. Oregon Bridge (OBEC) then signed agreements with each county to supply preliminary engineering on a lump sum basis not subject to audit, and construction engineering on a CPFF basis. The actual construction was let to contract, as follows:

Bridge	FA No.	FAS Rte. No.	Contract No.	OBEC Job
Linn - Greens	EHS-S-390(4)	126	7795	4-13
Union - Clark Creek	EHS-S-588(2)	957	7765	79-1

Engineering costs were billed to the respective county and paid by Oregon State Highway Division without retainage. On the Greens Bridge job there were 20 progress billings, of which the final was held pending site audit. On Clark Creek one billing was submitted and paid upon completion of the job.

Analysis

On and after January 30, 1975, I met with Wally Palmateer, OBEC General Manager, at Springfield, to discuss the costing procedures and test supporting documentation for the referenced projects.

Schedule A, attached, details the costs billed on both projects. When the projects began Oregon State Highway Division personnel met with OBEC to formulate an acceptable billing format. As a consequence, the procedures, records and specific cost categories were all well in order for audit purposes. This is a desirable situation, because the referenced completed projects are only two of at least eight currently under agreements with OBEC.

The organization is relatively small. Source documents such as Weekly Time Sheet and Expense Account are posted manually by one office girl to the Payroll, Project Cost Record, journals and General Ledger. Professional accounting services are obtained from Lee, Coleman & Allen, CPA's, 195 W. 12th Ave., Eugene.

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COUNTY & CITY SECTION
APR 14 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

Mr. Palmateer stated his understanding that both projects were on lump sum agreements, but he was not opposed to audit. The wording of both county agreements, particularly the provision for adjusting provisional overhead rates, changed his understanding to concur with ours.

Project costs were incurred primarily in 1973. I verified all manhours, rates and payroll charges for the entire year. The charges for mileage on company trucks and for rental of OBEC transits and levels were verified from the same source documents. These Weekly Time Sheets, prepared by all employees, identified all direct and indirect charges by either a job number or the overhead designation, "OBEC". There were no approval signatures, but the sheets were reviewed by the Project Engineer, Quiner. Consultant exercised proper care in avoiding any duplication between direct and indirect costs in all areas where both types were incurred. Only three minor differences were found between manhours on Weekly Time Sheets and those billed. They are detailed in Conclusions.

The overhead adjustment from the provisional rates to actual costs is detailed in Schedule A, amounting to $4,101.48 additional costs. Apparantly, the provisional rates were unnecessarily low in both projects. Actual costs were computed by the CPA, Keith Allen, at my request inasmuch as the necessary data was not available at consultant's office.

Such items as Fixed Fees, mileage and OBEC transit-level charges were either as specified in the agreements or at reasonable rates if not specified.

Conclusion

The OBEC costing procedures and supporting documentation for referenced project costs were reasonable and proper to adequately protect the government's interest.

Audit adjustments were as follows per Schedule A:

	Greens Bridge	Clark Creek Br.
Manhours recorded, not billed:		
August 1972, (net)	$ 22.20	$ 218.40
Overhead @.9165	20.35	200.16
Overhead, prov. to actual:	-	773.13
9/72 - 5/73 $13,406.18 @.9165 }	3,328.35	-
6/73 - 6/74 $10,433.27 @.8585 }		
Total Additional Costs	$3,370.90	$1,191.69

We recommend payment of the final billings from consultant plus the amounts summarized above.

When these transactions are processed we can submit final claims to FHWA, and upon receipt of their monies we should make settlements with the respective counties. Total project costs appear to be within the maximum participating amount on the Clark Creek Bridge (Union County). Greens Bridge (Linn County), however, shows total costs of $57,031.78 against a county maximum obligation of $55,000. The City-County section of Oregon State Highway Division must handle this further.

APPROVED

V. E. Skoog, Controller
Oregon State Highway Division

DWJ:pl
cc: Harold Reynoldson
R. J. Hacek

NOT
F. K.

	INITIALS	DATE
PREPARED BY	[illegible]	1/30/74
APPROVED BY		

Oregon Bridge Engineering Co.
Billing Analysis

Project	Invoice number	Labor	Overhead @ .7515	travel @ 12¢/mi.	Telephone	Films	Stakes	Transit & level rental	Sub-sistence	Misc.	Vixen fee	Parcel Post adjustments costs
1972												3739 75
9/72	(Silver Bridge)	993	199503	149927	17232	2534	245	1734	1800		1015	7-20 53
10/72	job #4-18	1029	398620	299563	40164	736			3000	570		353000
12 72		1052	171845	129142	46908	1195	330		1500	200	1883	193942
1/73		1074	101590	76345	14076	934					1000	462952
2/73		2001	241940	181818	31320	1770			5400	734		150054
2 73		2021	75193	56508	12684	2669					3000	77651
3/73		2032	43078	32373		310			2100			177927
[illegible]		2077	108549	81900	6300	628	330					57956
4/73		2105	30155	22660	3780	493			900			31944
4 73		2148	17673	13281		690			300			32177
5 73		2181	173273	130215	25848	1843						330528
5/73		2183 2206	281083	211234	43872	2828			10200	835	18000	225000
6 73		2241	303533	228105	35804	3987					9600	581035
10/73		2269	101300	76127	27408	3622			9000	175	6788	224420
11/73		2299	18198	13676	5520	1278						38972
12 73		2329	51755	38894	4584	531						95760
1/74		2362	26090	19607	4620	652						50962
2 74		2375	28228	21213	1320	830			300			51091
3/74		2427	11626	8737							247	20610
5/74		2428	-	-							225000	225000
5/74		2464 Final	415	312		584						1311
6/74												
	Project total billed		2383945	1791537	321444	28116	905	1734	34500	2514	41530	450000
	Actual O/Heart: 5/73	.9165	1340618	12,28676						Audit adjustments		337090
	6/74	.8585	1043327	8.95696						Revised total cost		5703172
				2124372								
				6.804								
2/73	(Clear Creek Bridge) job #79-1	2002	687225	552529	82668	16593	537	1733	6300	94387	10151	95000
	Actual O/Heart 5/1973	.9165	687225	629842						Audit adjustments		119169
										Revised total cost		1666322

OREGON STATE HIGHWAY DIVISION

CON-5-7795

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 10, 1975

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO F. B. Klaboe, Administrator
and State Highway Engineer

Letter written
3/14/75 - JS

FROM C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7795, Work Completed January 14, 1974

Project North Santiam River (Green's) Bridge

Highway FAS 126, Counties Linn and Marion

Type of Work Structure

Contractor Hannan Bros. Construction, Inc.

Recommended Acceptance Date March 6, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

APPROVED
STATE HIGHWAY ENGINEER
DATE: 3-12-75

7795 -

March 20, 1975

General Insurance Co. of America
Portland Service Office
1500 S.W. 1st Avenue
Portland, OR 97201

Gentlemen:

On March 14, 1975, we wrote to you concerning release of final payment on Contract No. 7795 awarded to Kamman Bros. Constr., Inc. for work on the North Santiam River (Green's) Bridge Section of FAS 126 in Linn and Marion Counties.

Final payment on this contract is $1,000 and the total contract amount is $561,282.36 including $716 for work performed under force account.

Very truly yours,

C. N. Read
COMMISSION SERVICES

ru

cc: Kamman Bros. Constr., Inc.
8410 S.E. Otty Road
Portland, OR 97266

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

fas 126
Linn Co

Jct 242
39(4)

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

November 22, 1974

Mr. Harold Reynoldson
Rural Program Engineer
County & City Section
Oregon State Highway Division
405 State Highway Bldg.
Salem, Oregon 97310

Re: Green's Bridge
Contract No. 7795

Dear Mr. Reynoldson:

Enclosed are our billings for Green's Bridge.

When we last checked - a few months ago - your finance division said they would be ready in a few weeks - it will soon be six months.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

Wally

W. A. Palmateer
General Manager

WAP:seb
Enclosures

Dick Haack, this for your information
HR

RECEIVED
COUNTY & CITY SECTION
NOV 25 1974
ENGR. COOR. OE AE UE
UPE CE RE RPE

for 126
Linn Co

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

June 30, 1974

INVOICE

Mr. Gordon Wallace
Linn County Engineer
3010 Industrial Way
Albany, Oregon 97321

Re: Field Engineering on Green's Bridge

For professional services: Period ending 6/30/74

Total from Previous Invoice	$45,989.59
1 Hour @ 4.15	4.15
Overhead @75.15%	3.12
Telephone Expense	5.84
	$46,002.70
Less Previous Payments	45,943.04
Less Invoice No. 2427	146.55
Total Amount Due	$ 13.11

RECEIVED
COUNTY & CITY SECTION
NOV 25 1974
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Invoice #2464-FINAL

Job #4-13

Jas 126
Linn Co

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

May 31, 1974

INVOICE

Mr. Gordon Wallace
Linn County Engineer
3010 Industrial Way
Albany, Oregon 97321

Re: Field Engineering on Green's Bridge

For professional services:

Final Billing for Fixed Fee
as per Agreement. $2,250.00

RECEIVED
COUNTY & CITY SECTION
NOV 25 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ OE ☐ RE ☐ RPE ☐

Invoice #2428

Job #4-13

FAS 2428 & 2464.
390(4)

SALEM, OREGON
July 23, 1974

TO: Mr. V. E. Skoog
Fiscal Officer
B U I L D I N G

Attention Mr. R. J. Hacek

SUBJECT: Construction Engineering Costs
N. Santiam River (Greens) Bridge
FAS 126
Linn County
Project #EHS-S-390(4)

FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

Oregon Bridge Engineering Company's billing (Invoices 2428 & 2464) in the amount of $2,263.11 is attached. This billing has been approved by both the county engineer and our supervisory engineer.

Would you please examine this billing and return the payment to this office and we will inform the county and forward the payment to Oregon Bridge Engineering Company.

HR:ljt

Att.

cc: E. S. Hunter
L. W. Rulien

☑ ENGR. ☑ ASST. ☐ OE ☐ AE ■ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

Jan 12 L
Linn

OREGON BRIDGE ENGINEERING COMPANY

Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

RECEIVED
COUNTY & CITY SECTION
JUL 17 1974
☑ ENGR. ☐ COOR. ☐ QE ☐ AE ☐ QE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

May 31, 1974

INVOICE

Mr. Gordon Wallace
Linn County Engineer
3010 Industrial Way
Albany, Oregon 97321

Re: Field Engineering on Green's Bridge

For professional services:

Final Billing for Fixed Fee
as per Agreement. $2,250.00

Approved Gordon B. Wallace
County Engineer

CHARGE TO

APPROVED
Resident Engineer

ACCT. NUMBER

ACCT. NUMBER

ACCT. NUMBER

DATE SIGNATURE

Invoice #2428 Job #4-13

Jan 126-Linn

OREGON BRIDGE ENGINEERING COMPANY

Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

RECEIVED
COUNTY & CITY SECTION
JUL 17 1974
☑ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ PPE ☐

June 30, 1974

INVOICE

Mr. Gordon Wallace
Linn County Engineer
3010 Industrial Way
Albany, Oregon 97321

Re: Field Engineering on Green's Bridge

For professional services: *Period ending 6/30/74*

Total from Previous Invoice	*$45,989.59*
L Hour @ 4.15	*4.15*
Overhead @75.15%	*3.12*
Telephone Expense	*5.84*
	$46,002.70
Less Previous Payments	*45,843.04*
Less Invoice No. 2427	*146.55*
Total Amount Due	*$ 13.11*

APPROVED
Resident Engineer

Approved
County Engineer
7-11-74

Invoice #2464-FINAL

Job #4-13

MONTHLY

GREEN'S LODGE — JUNE, 1974

NAME	NO. EXEMPS CLAIMED	REG. TIME-O.T. OVERTIME-O.T.	HOURS WORKED - DAILY — DAYS OR DATES 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	TIME WORKED: TOTAL HOURS EACH	TIME WORKED: TOTAL HOURS BOTH	RATE PER: RATE	RATE PER: O.T.
S.E. BOTKA			4		1	4.15	4.15
TELEPHONE EXPENSE							5.54

RECEIVED
COUNTY & CITY SECTION
JUL 17 1974
Gen. ☐ Coor. ☐ CE ☐ AE ☐ UE
ME ☐ CE ☐ RE ☐ PRE ☐

999

June 18, 1974
SALEM, OREGON

TO: Mr. V. E. Skoog
Fiscal Officer
B U I L D I N G

Attention Mr. R. Hacek

SUBJECT: Construction Engineering Costs
N. Santiam River (Greens) Bridge
FAS 126
Linn County

Harold Reynoldson

FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

Oregon Bridge Engineering Company's billing (Invoice #2427) in the amount of $146.55 is attached. This billing has been approved by both the county engineer and our supervisory engineer.

Would you please examine and make this payment to Oregon Bridge Engineering and inform the County and this office.

HR:ljt
Att.

ENGR. ASST. UPE CE

Tab 126
Linn Co

OREGON BRIDGE ENGINEERING COMPANY

Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

RECEIVED
COUNTY & CITY SECTION
JUN 17 1974
☐ ENGR. ☑ COOR. ☐ CE ☐ TE ☐ UE
☐ UPE ☐ OE ☐ RE ☐ RPE

May 31, 1974

INVOICE

Mr. Gordon Wallace
Linn County Engineer
3010 Industrial Way
Albany, Oregon 97321

Re: Field Engineering on Green's Bridge

For professional services:

Total from Previous Invoice					$45,783.49
12	Hours	@ 8.50	=	102.00	
1	Hour	@ 5.55	=	5.55	
1/2	Hour	@13.25	=	6.63	
1/2	Hour	@ 4.15	=	2.08	116.26
Overhead @ 75.15%					87.37
Postage					2.47
					$45,989.59
Less Previous Payments					45,843.04
Total Amount Due					$ 146.55

Approved Gordon R Wallace
County Engineer
6-11-74

APPROVED
Resident Bridge Engineer

Invoice #2427 Job #4-13

MONTHLY

GREEN'S BRIDGE — APRIL - 1974

NAME	NO. EXEMPS CLAIMED	REG. TIME-O.T. OVERTIME-O.T.	HOURS WORKED - DAILY (DAYS OR DATES) 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TIME WORKED: TOTAL HOURS EACH	TIME WORKED: TOTAL HOURS BOTH	RATE PER DATE: REGULAR TIME	RATE PER DATE: OVERTIME
		RT	7																		1						4											
		OT																																	12	8.50	102.00
E. BISHOP		RT	1																																		
		OT																																	1	5.55	5.55
E. MAUL		RT	1/2																																		
		OT																																	1/2	4.15	2.08
E. BOTKO		RT								1/2																											
		OT																																	1/2	13.25	6.63
E. PIERCE		RT																																			
		OT																																			
[redacted]		RT																																			2.47
		OT																																			
STACE		RT																																			
		OT																																			

OREGON STATE HIGHWAY DIVISION

Form 81-734-1022 (Rev. 9-72)

WARRANT NUMBER

40759

DISBURSEMENT VOUCHER

	VOUCHER DATE	TOTAL AMOUNT
Oregon Bridge Engineering Co. c/o Linn County Engineer 3010 Industrial Way Albany, Oregon 97321	4/25/74	$ 518.91

RECEIVED
COUNTY & CITY SECTION
APR 29 1974
☐ ENGR. ☑ CORR. ☐ DE ☐ AE ☐ WE
☑ RPE ☐ CE ☐ RE ☐ RPE ☐

Oregon's Bridge

ak

$

REMITTANCE ADVICE

ATTACHED IS WARRANT IN FULL PAYMENT OF CLAIM DETAILED ABOVE

SUMMARY SHEET - SERVICES, RAILROAD & UTILITY INVOICES

OREGON STATE HIGHWAY DIVISION — Salem, Ore. APR 24 1974, 19__

Payable To: Oregon Bridge Engineering Co. c/o Linn County Engineer, 3010 Industrial Way, Albany, OR - 97321

Project: Green's Bridge

Contractor:

Agreement or Work Order No.: job #4-13

Period Covered: 8/3/72 - 3/31/74

Hwy. Agr. No.:

Contract No.: 7795

Estimate No.: 18

Project No.: EHS 390(4)

Invoice or Billing #	Description	Total Amount To Date	Previous Amount	Present Amount
	Estimates #1 - #17	46,874.13	46,874.13	
2375	billed 3/31/74	518.91		518.91
Totals		47,393.04	46,874.13	518.91
Retained 0 %		—	—	—
Total Payments		47,393.04	46,874.13	518.91

Prepared & Approved by:

D. M. Jones
Auditor

Approved by:

L. R. Black
Responsible Supervisor

Max. cost to State $55,000
($3,798.63 previously paid directly to Linn County)

Form 81-734-1359 (11-73)

Charge: 951 521-1043-900 (50) P $518.91

Charge:

Charge:

Charge:

Charge:

Credit:

fas 126-Linn

SALEM, OREGON
April 18, 1974

TO: Mr. V. E. Skoog
Fiscal Officer
B U I L D I N G

Attention Mr. R. J. Hacek

Construction Engineering Costs
N. Santiam River (Greens) Bridge
FAS 126
Linn County
EHS-S-390(4)

FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

Oregon Bridge Engineering Company's billing (Invoice #2375) in the amount of $518.91 is attached. This billing has been approved by both the county engineer and our supervisory engineer.

Would you please examine and make this payment to Oregon Bridge Engineering and inform the county and this office.

HR:ljt

Encl.

cc: L. W. Rullen

ENGR. ASST. OE AE UE
UPE CE RE RPE

fac 126 Linn Co

OREGON BRIDGE ENGINEERING COMPANY

Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

RECEIVED
APR 12 1974
J. M. MARTIN, Res. Engr.
☐ RE ☐ AR ☐ OE ☐ CI ☐ IN

March 31, 1974

INVOICE

RECEIVED
COUNTY & CITY SECTION
APR 16 1974
☐ ENGR. ☑ SUPR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. Gordon Wallace
Linn County Engineer
3010 Industrial Way
Albany, Oregon 97321

Re: Field Engineering on Green's Bridge

For professional services:

Total from Previous Invoice		*$45,264.58*
30 Hours @ 8.50 =	*255.00*	
4-1/2 Hours @ 5.60 =	*25.20*	
1/2 Hour @ 4.15 =	*2.08*	*282.28*
Overhead @ 75.15		*212.13*
Travel: 110 Miles @.12 per mile		*13.20*
Telephone Expense		*8.30*
Transit & Level Rental		*3.00*
		$45,783.49
Less Previous Payments		*44,814.44*
Less Invoice #2362		*450.14*
Total Amount Due		*$ 518.91*

APPROVED

Resident Bridge Engineer

Approved [signature]
for County Engineer

Invoice #2375

Job #4-13

MONTHLY

GREEN'S BRIDGE — MARCH - 1974 — for 126, Fund

NAME	NO. EXEMPS CLAIMED	REG. TIME-O.T.	DAYS OR DATES: F 1	S 2	S 3	M 4	T 5	W 6	T 7	F 8	S 9	S 10	M 11	T 12	W 13	T 14	F 15	S 16	S 17	M 18	T 19	W 20	T 21	F 22	S 23	S 24	M 25	T 26	W 27	T 28	F 29	S 30	S 31	TIME WORKED: TOTAL HOURS EACH	TOTAL HOURS BOTH	RATE PER: RATE REGULAR TIME	RATE O.T.
E. BISHOP		RT	4										2½	2	5	2					½			8				2	2	1	1				30	8.50	255.00
E. BOTKO		RT											½																						½	4.15	2.08
L. McCORMACK		RT																						5½				1							4½	5.60	25.20
		RT																																			
VEHICLE MILEAGE		RT																																	110	2.12	13.20
TELEPHONE EXPENSE		RT																																			8.90
TRANSIT & LEVEL RENTAL		RT																																			9.00
		RT																																		

7795 -

April 16, 1974

Hannan Bros. Construction, Inc.
P. O. Box 66155
Portland, OR 97266

Gentlemen:

We have reviewed your second request for an extension of time on Contract No. 7795 for work on the North Santiam River (Green's) Bridge in Linn County.

Careful consideration was given to the reasons you submitted. In light of the available facts, a 14-day extension, revising the specified completion date to January 14, 1974, is granted due to the seasonal effect of 1973 labor disputes. This will delete all liquidated damages on this project.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
C. O. Fredrickson

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 10, 1974

FILE:

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Second Time Extension Request
N. Santiam River (Green's) Bridge
FAS 126
Contract No. 7795

Hannan Bros. Construction, Inc., the contractor for the subject structure project, has requested that the specified completion date be revised to allow completion of the contract by January 15, 1974, without assessment of liquidated damages. The contractor cites delays resulting from labor disputes as the reason for the failure to complete the project by the specified completion date.

The contract was awarded August 10, 1972 and specified a completion date of November 2, 1973. The contractor previously requested an adjustment in the specified date by the amount of days actually lost during the labor disputes that occurred in the summer of 1973. This request was granted in November 1973 and extended the specified completion to December 31, 1973, an increase of 59 days. At that time, this increase was considered more than adequate because the estimated completion date then was November 30, 1973.

Due to flooding that occurred during the latter part of November and early December 1973, the contractor was unable to complete the project until January 14, 1974. High water prevented falsework removal from November 16 through December 8, a 23-day delay to project completion. The contractor therefore had the benefit of only 36 workable days in exchange for the 59 days lost during the summer of 1973. We have had to recognize the seasonal effect of the 1973 strike time in extensions on several other projects.

Based on the above, I recommend that the specified completion date be revised to January 14, 1974. This 14-day adjustment will delete all liquidated damages which accrue at the rate of $150 per day.

This is a "Federal-aid Secondary Project" and the concurrence of the FHWA is not required.

A rough draft letter to the contractor is attached.

JAB:WR:fr
Att.
cc: V. L. Gallagher

RECEIVED
APR 11 1974

E-230 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date January 22, 19 74

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ..... days to ..... days, within which to complete our Contract No. 7795, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

The above language does not apply for this contract. We amend as follows:

We respectfully request our contract completion date to be advanced from December 31, 1973 to January 15, 1974. The Strike in the summer of 1973 forced us to work in inclement weather and unsafe flooding conditions.

Respectfully submitted,

Hannan Bros. Construction, Inc.
Contractor

By Ralph Hannan Jr.

CONSENT OF SURETY

Date January 25, 19 74

We, GENERAL INSURANCE COMPANY OF AMERICA

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GENERAL INSURANCE COMPANY OF AMERICA
By L. W. Neff
Attorney-in-fact (L. W. Neff)

(SEAL)

MANSFIELD & CO.
By L. W. Neff
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7795 Contractor Hannan Bros. Construction, Inc.

Highway FAS 126

Section North Santiam River (Green's) Bridge

Kind of Work Bridge Construction

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

High water and flooding during November and December 1973 forced the contractor to discontinue their falsework removal because of unsafe working conditions. If this flooding had not occured, the contractor would have completed the project by December 31, 1973 and within their first time extension. Also, without the labor union strikes during June, July and August 1973, the contractor would have completed the project before this flooding occured.

G. E. Bridges
Oregon Bridge Engineering Company

Recommended for Approval:

Harold Kinser
Division Engineer

[illegible]
Construction Engineer ~~or Bridge Engineer~~

[illegible]
Acting Ass't State Highway Engineer

Contract No. 7795

Project designation FAP No. EHS-S-390(4)
State-Federal

Date awarded August 10, 1972

Work started August 28, 1972

Per cent completed 100% 1-14-74
Date

Specified Completion Date
No. of Workdays Allowed 11-2-73

Time Extension to 12-31-73
No. of Workdays Used All

Calendar Days
No. of Added ~~Workdays~~ Requested ~~10~~ 15

SP*0390-726

OREGON STATE HIGHWAY DIVISION

Form 81-734-1022 (Rev. 9-72)

WARRANT NUMBER 37047

DISBURSEMENT VOUCHER

	VOUCHER DATE	TOTAL AMOUNT
Oregon Bridge Engineering Co. c/o Linn County Engineer 3010 Industrial Way Albany, Oregon 97321	4/5/74	$ 509.69
Green's Bridge 4/4 ak		$

RECEIVED
COUNTY & CITY SECTION
APR 8 - 1974
☐ ENGR. ☑ COOR. ☐ RE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REMITTANCE ADVICE

ATTACHED IS WARRANT IN FULL PAYMENT OF CLAIM DETAILED ABOVE

SUMMARY SHEET - SERVICES, RAILROAD & UTILITY INVOICES

OREGON STATE HIGHWAY DIVISION — Salem, Oregon APR 4 1974, 19__

Payable To: Oregon Bridge Engineering Co. % Linn County Engineer, 3010 Industrial Way, Albany, OR-97321

Project: Goeni's Bridge — Hwy. Agr. No.: _____

Contractor: _____ — Contract No.: 7795

Agreement or Work Order No.: job # 4-13 — Estimate No.: 17

Period Covered: 8/3/72 - 2/28/74 — Project No.: FHS-390(4)

Invoice or Billing #	Description	Total Amount To Date	Previous Amount	Present Amount
	Estimates #1 - #16	46,364.44	46,364.44	
2362	billed $ 450.14			
	J.E. Bishop			
	billed 17½ hrs.			
	S/B 21½ " 59.55			
	+ O/H			
	509.69	509.69		509.69
Totals		46,874.13	46,364.44	509.69
Retained 0 %		—	—	—
Total Payments		46,874.13	46,364.44	509.69

Prepared & Approved by:

D. N. Jones
Auditor

Approved by:

E. M. Hanks
Responsible Supervisor

Max. cost to State $55,000
($3,798.63 previously paid to Linn County)

Form 81-734-1359 (11-73)

Charge: gr. 1 521-1043-900 P (50) $ 509.69

Charge: _____

Charge: _____

Charge: _____

Charge: _____

Credit: _____

MONTHLY

GREEN'S BRIDGE — FEBRUARY - 1974

Public Service Co

LINE NUMBER	NAME	NO EXEMPS CLAIMED	REG. TIME AT	OVERTIME AT
1	J. E. BISHOP		STD	OT
2	S. E. BOTKO		STD	OT
3	W. A. PALMATEER		STD	OT
4				
5	VEHICLE MILEAGE			OT
6	TELEPHONE EXPENSE			OT
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				

HOURS WORKED DAILY — DAYS OR DATES

	F 1	S 2	S 3	M 4	T 5	W 6	T 7	F 8	S 9	S 10	M 11	T 12	W 13	T 14	F 15	S 16	S 17	M 18	T 19	W 20	T 21	F 22	S 23	S 24	M 25	T 26	W 27	T 28	29	30	31	TOTAL HOURS EACH	TOTAL HOURS EACH	REGULAR TIME RATE	OVERTIME RATE
1					6							3			2				3	1½	2					4						21	1½		
																																	17½	8.50	14[illegible]
2					1																												1	4.15	4
3					5																												5	14.80	74
4																																			
5																																	38.5	0.12	4[illegible]
6																																			6
7																																			
8																																			
9																																			
10																																			
11																																			
12																																			
13																																			
14																																			
15																																			
16																																			
17																																			
18																																			
19																																			
20																																			

TOTALS → 279.6

SALEM, OREGON
March 19, 1974

TO: Mr. V. E. Skoog
Fiscal Officer
B U I L D I N G

FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

Construction Engineering Costs
N. Santiam River (Greens) Bridge Sect.
FAS 126
Linn County
EHS-S-390(4)

Oregon Bridge Engineering Company's billing (Invoice #2362) in the amount of $450.14 is attached. This billing has been approved by both the county engineer and our supervisory engineer.

Would you please examine and make this payment to Oregon Bridge Engineering and inform the County and this office.

HR:ljt

Att.

cc: L. W. Rulien

ENGR. ASST. OE AE UE
UPE CE RE PPE

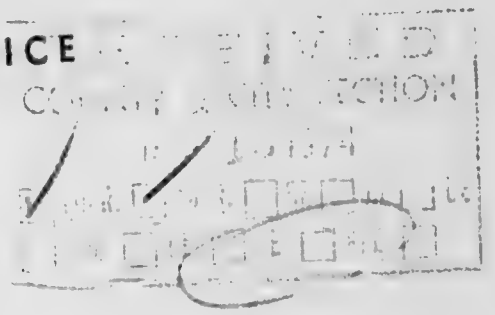
Las 126
Linn Co

OREGON BRIDGE ENGINEERING COMPANY

Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

February 28, 1974

INVOICE



Mr. Gordon Wallace
Linn County Engineer
3010 Industrial Way
Albany, Oregon 97321

Re: Field Engineering on Green's Bridge

For professional services:

Total from Previous Invoice					$44,814.44
17-1/2	Hours	@ 8.50	=	148.75	
5	Hours	@14.80	=	74.00	
1	Hour	@ 4.15	=	4.15	
					226.90
Overhead @ 75.15%					170.52
Travel: 385 miles @.12 per mile					46.20
Telephone Expense					6.52
					$45,264.58
Less Previous Payments					43,856.80
Less Invoice #2329					957.64
Total Amount Due					$ 450.14

APPROVED
Resident Bridge Engineer

3-12-74

Job #4-13

Invoice #2362

MONTHLY

Pay 1-6 Linn Co

GREEN'S BRIDGE — FEBRUARY - 1974

NAME	NO EXEMPS CLAIMED	REG. TIME AT	OVERTIME AT	HOURS WORKED DAILY — DAYS OR DATES 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	TIME WORKED: TOTAL HOURS EACH	TIME WORKED: TOTAL HOURS PER MTH	RATE PER: REG. TIME RATE	RATE PER: OVER TIME AMT
		RT	OT					
E. BISHOP		RT	OT	6 3 2 3 1½ 2 4		17½	8.50	148.75
E. BOTKO		RT	OT	1		1	4.15	4.15
A. PALMATEER		RT	OT	5		5	14.80	74.00
		RT	OT					
[illegible] MILEAGE		RT	OT			38.5	2.12	4.22
TELEPHONE EXPENSE		RT	OT					6.52
		RT	OT					
		RT	OT					
		RT	OT				

PROJECT INSPECTION AND REGIONAL INSPECTION REPORT FAS 126 Linn - Linn

Project Name North Santiam River (Green's) Bridge Contract No. 7795

Highway FAS 126 3-12-74 Prefix No. 522-1043

County Marion - Linn F.A. No. EHS-S-390(4)

Final inspection made on Feb. 2, 1974 By Gerald Wimer, Region Const. Engineer in company with Ralph Hannan, Wally Palmateer, Jerry Bishop, H. S. Cox, Ted Kuenzi, Gordon Wallace, Warren Richards and Jack Martin

RECEIVED
COUNTY & CITY SECTION
APR 4 - 1974
ENGR. COOR. UE AE UE
UPE CE RE RPE

CHECK LIST

Date		Date	
1-18-74	Construction signs removed	1-23-74	Opened to traffic
Was none	Salem Office notified to rescind construction speed zone	With semi-final	Regional Materials Certification submitted
1-29-74	Contractor removed equipment from project		
3-12-74	Roadside cleanup completed		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Good looking structure. Minor cleanup remained at time of final inspection. This was completed 3-12-74 except for recutting falsework piling and steel beam removal which will be done next summer at low water and confirmed by letter from Jack Martin. Letters from both counties concurring with acceptance are with final project records.

All contract work on this project has been completed and recommendation is made for acceptance on 3-12-74*. The semi-final estimate will be submitted about 4-10-74. *Except for falsework and steel beam removal.

cc: Const. Engineer - C. T. Keasey
Bridge Engineer - W. Hart
Maint. Engineer - D. H. Moehring
Co.-City Eng. - H. S. Cox
Reg. Engineer - C. O. Fredrickson
Res. Engineers - Jack Martin & Oregon Bridge
Dist.Engineers - Floyd Lacey & Howard Johnson

Copies sent to all named _____

A. C. Wimer Reg. Const. Engr.
(Signed) (Title)

Fin. #, 2329
390(4)

Linn

SALEM, OREGON
February 25, 1974

Harold Reynoldson
Rural Program Engineer
County & City Unit

XXX

Construction Engineering Costs
N. Santiam River (Greens) Bridge
FAS 126
Linn County
EHS-S-390(4)

TO: V. E. Skoog
Controller
B U I L D I N G

Attention Mr. Richard Hacek

Oregon Bridge Engineering Company's billing (Invoice #2329) in the amount of $957.64 is attached. This billing has been approved by both the county engineer and our supervisory engineer.

Would you please examine and make this payment to Oregon Bridge Engineering and inform the county and this office.

HR:ljt

Att.

cc: L. H. Young

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Jan 126
Linn Co

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

RECEIVED
COUNTY & CITY SECTION
FEB 7 1974
ENGR. ✓ GOOD. GE AE
OPE OE RE PPE

January 31, 1974

INVOICE

Mr. Gordon Wallace
Linn County Engineer
3010 Industrial Way
Albany, Oregon 97321

Re: Field Engineering on Green's Bridge

For professional services:

Total from Previous Invoice				$43,856.80
19-1/2	Hours @ 8.50	=	165.75	
7	Hours @14.80	=	103.60	
1	Hour @ 4.15	=	4.15	
1	Hour @ 5.60	=	5.60	
19	Hours @12.55	=	238.45	
				517.55
Overhead @ 75.15%				388.94
Travel: 382 miles @.12 per mile				45.84
Telephone Expense				5.31
				$44,814.44
Less Previous Payments				$43,470.08
Less Invoice #2329				386.72
Total Amount Due				$ 957.64

Approved Ivel D. Ivanhoe
for County Engineer

APPROVED
Resident Bridge Engineer

Invoice #2329

Job #4-13

TIME AND PAYROLL RECORD

GREEN'S BRIDGE for 126/Linn Co **MONTHLY** JANUARY - 1974

NAME	NO. EXEMPS CLAIMED	REG. TIME / OVER-TIME O.T.	DAYS OR DATES 1 W	2 T	3 F	4 S	5 S	6 M	7 T	8 W	9 T	10 F	11 S	12 S	13 M	14 T	15 W	16 T	17 F	18 S	19 S	20 M	21 T	22 W	23 T	24 F	25 S	26 S	27 M	28 T	29 W	30 T	31	TIME WORKED: TOTAL HOURS EACH	TIME WORKED: TOTAL HOURS BOTH	RATE PER: ~~REGULAR TIME~~ RATE	RATE PER: ~~OVER-TIME~~ AMT
J. E. BISHOP		RT		1½								1												2	1	3			2	5	4			19½	8.50	165.75
		OT							1																										
S. E. BOTKO		RT																																1	4.15	4.15
		OT									2					4		1																		
W. A. PALMATEER		RT																																7	14.80	103.60
		OT																							1											
S. L. MCCORMACK		RT																																1	5.60	5.60
		OT																																		
T. H. QUINER		RT																				2	5	3	1	5			2				1	19	12.55	238.45
		OT																																		
VEHICLE MILEAGE		RT																																382	@12	45.84
		OT																																		
TELEPHONE EXPENSE		RT																																		5.31
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TOTALS → 568.70

7795

Salem, Oregon

January 28, 1974

C. T. Keasey
Construction Engineer

ORIGINAL SIGNED BY

L. H. Young
Office Engineer

Request Contract Acceptance

Contract 7795, Work Completed January 14, 1974

Project North Santiam River (Green's) Bridge

Highway FAS 126

Counties Linn and Marion

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date _____

Conditions not acceptable:

Construction Engineer

VG:lsk

cc: H. S. Cox
J. R. Oakes
Virgil Boyd
John Jenkins
Donald L. Trout

Fas 126
Linn Co

Fins 2299
390(4)

SALEM, OREGON
January 22, 1974

Mr. V. E. Skoog
Finance Branch

B U I L D I N G

Attention Mr. Dick Hacek

Construction Engineering Costs
N. Santiam River (Greens) Bridge
FAS 126
Linn County
EHS-S-390(4)

Oregon Bridge Engineering Company's billing (Invoice #2299) in the amount of $386.72 is attached. This billing has been approved by both the county engineer and our supervisory engineer.

Would you please examine and make this payment to Oregon Bridge Engineering and inform the county and this office.

H. S. Cox
County and City Engineer

By

HR

Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

ENGR. ASST. OE AE UE
UPE CE RE RPE

OREGON BRIDGE ENGINEERING COMPANY

Consulting Engineers

P. O. Box 72

Springfield, Oregon 97477

RECEIVED
COUNTY & CITY SECTION
JAN 21 1974

December 31, 1973

INVOICE

Mr. Gordon Wallace
Linn County Engineer
3010 Industrial Way
Albany, Oregon 97321

Re: Field Engineering on Green's Bridge

For professional services:

Total from Previous Invoice		$43,470.08
14-1/2 Hours @ 8.15	= 118.18	
3 Hours @13.80	= 41.40	
2 Hours @ 5.25	= 10.50	
1 Hour @11.90	= 11.90	181.98
Overhead @ 75.15%		136.76
Travel: 460 miles @.12 per mile		55.20
Telephone Expense		12.78
		$43,856.80
Less Previous Payments		41,225.88
Less Invoice #2269		2,244.20
Amount Due this Invoice		$ 386.72

Approved Gordon B. Wallace
County Engineer
1/14/74

APPROVED
Resident Bridge Engineer

Invoice #2299

Job #4-13

FRS-126 Line C.

TIME AND PATROL RECORD

MONTHLY

GREEN'S RIDGE — DECEMBER - 1973

NAME	HOURS WORKED DAILY — DAYS OR DATES (1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31)	TIME WORKED — TOTAL HOURS EACH	RATE PER HOUR — REGULAR RATE	RATE PER HOUR — OVER TIME
E. BISHOP	2 3 3 4 2 1/2	14½	2.15	118.18
L. McCORMACK	1 1	2	5.25	10.50
R. VOLUNTEER	3	3	13.80	41.40
H. DINER	1	1	11.90	11.90
VEHICLE MILEAGE		46	0.12	55.20
TELEPHONE EXPENSE				12.78

A22 (REV. 9-72)

OREGON STATE HIGHWAY DIVISION

WARRANT NUMBER
22696

DISBURSEMENT VOUCHER

	VOUCHER DATE	TOTAL AMOUNT
Oregon Bridge Engineering Co. c/o Linn County Engineer 3010 Industrial Way Albany, Oregon 97321	12/24/73	$ 2,244.20
Green's Bridge 9/3 - 11/30 sk		$

REMITTANCE ADVICE

ATTACHED IS WARRANT IN FULL PAYMENT OF CLAIM DETAILED ABOVE

SUMMARY SHEET - SERVICES, RAILROAD & UTILITY INVOICES

OREGON STATE HIGHWAY DIVISION — Salem, Ore. DEC 21 1973, 19__

Payable To: Oregon Bridge Engineering Co, % Linn County Engineer, 3010 Industrial Way, Albany, OR-97321

Project: Green's Bridge — Hwy. Agr. No.: _____

Contractor: _____ — Contract No.: _____

Agreement or Work Order No.: 4-13 — Estimate No.: 14

Period Covered: 8/3/72 - 11/30/73 — Project No.: _____

Invoice or Billing #	Description	Total Amount To Date	Previous Amount	Present Amount
	Estimates #1 - #13	42,775.88	42,775.88	
2269	dated 11/30/73	2,244.20		2,244.20
Totals		45,020.08	42,775.88	2,244.20
Retained 0 %		—	—	—
Total Payments		45,02008	42,775.88	2,24420

Prepared & Approved by:

D. W. Jones
Auditor

Approved by:

R P Harrell
Responsible Supervisor

$3,798.63 previously paid to Linn County.
Map cost to State $55,000

Charge: 522-1043-400 P (50) $2,244.20

Charge: _____

Charge: _____

Charge: _____

Charge: _____

Credit: _____

Form 81-734-1359 (11-73)

SALEM, OREGON
December 20, 1973

Mr. V. E. Skoog
Fiscal Officer
B U I L D I N G

Attn: Mr. Dick Hacek

Construction Engineering Costs
N. Santiam River (Greens) Bridge
FAS 126
Linn County
EHS-S-390(4)

Oregon Bridge Engineering Company's billing (Invoice #2269) in the amount of $2,244.20 is attached. This billing has been approved by both the county engineer and our supervisory engineer.

Would you please examine and make this payment to Oregon Bridge Engineering and inform the County and this office.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

ENGR. ASST. OE AE UE
UPE CE R RE RPE

Jas 126
Linn Co

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

November 30, 1973

INVOICE

RECEIVED
COUNTY & CITY SECTION
DEC 18 1973
☑ ENGR. ☑ CGOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

Mr. Gordon Wallace
Acting Engineer
Linn County
3010 Industrial Way
Albany, Oregon 97321

Re: Field Engineering on Green's Bridge

For professional services:

Total from Previous Invoice			$41,225.88
82	Hours @ 8.15	= 668.30	
6	Hours @13.80	= 82.80	
14	Hours @ 5.25	= 73.50	
6	Hours @11.90	= 71.40	
22-1/2	Hours @ 5.20	= 117.00	1,013.00
Overhead @ 75.15			761.27
Blueprinting			.88
Travel: 2284 miles @.12 per mile			274.08
Northwest Testing Lab.			27.00
Transit & Level Rental			90.00
Telephone Expense			36.22
Trailer Rental			40.00
Subsistence			1.75
			$43,470.08
Less Previous Payment			35,415.53
			8,054.55
Less Invoice #2241			5,810.35
Total Amount Due			$ 2,244.20

Approved _____
County Engineer
12-7-73

Invoice #2269

APPROVED
_____
Resident Bridge Engineer

Job #4-13

TIME AND PAYROLL RECORD

MONTHLY

GREEN'S BRIDGE — NOVEMBER — 1973

NAME	NO. EXEMPS CLAIMED	REG. TIME-O.T.	DAYS OR DATES: T 1	F 2	S 3	S 4	M 5	T 6	W 7	T 8	F 9	S 10	S 11	M 12	T 13	W 14	T 15	F 16	S 17	S 18	M 19	T 20	W 21	T 22	F 23	S 24	S 25	M 26	T 27	W 28	T 29	F 30	31	TIME WORKED: TOTAL HOURS EACH	TOTAL HOURS BOTH	RATE PER: RATE	AMT.
E. BISHOP		REG.	8	7			8		8	8	5			8	5½			7			6	5	5									1½			82	8.15	668.30
		O.T.																																			
E. MANN		REG.	5½	8			6																												19½	5.20	117.00
		O.T.																																			
H. GUINER		REG.								2																					4			6	11.90	71.40
		O.T.																																			
D. VALANTIER		REG.												3															3						6	13.80	82.80
		O.T.																																			
J. [redacted] COCHRAN		REG.																			3	6	1						2						14	5.25	73.50
		O.T.																																			
		REG.																																	120½		1011.50
		O.T.																																			
TIGLE ALLEGEE		REG.	6 7 9							6 1 8							4 1 4							2 2 4							3 5 5			328	6.12	274.38
		O.T.																																			
[redacted] OPERATING		REG.																																			.88
		O.T.																																			
[redacted] INTEST TESTING LAB.		REG.																																			37.00
		O.T.																																			
[redacted] ERRICE ELECTRIC		REG.																																			7.22
		O.T.																																			
[redacted] ICE POSTAL		REG.																																			4.00
		O.T.																																			
CITY CLERK PAY - 2 NO'S		REG.																																			20.00
		O.T.																																			
[redacted] SERVICE		REG.																																			1.75
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TOTALS → 1142.56

RECEIVED
COUNTY & CITY SECTION
DEC 18 1973
☑ ENGR. ☐ SUPR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☑

S

#7775

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT
HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

December 17, 1973

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Dale A. Bilyeu, Chairman
Lyons-Mehama Water District
P.O. Box 134
Lyons, OR 97358

Receipt of Annual Payment
Water Line Relocation
N. Santiam River (Mehama) Br. Sec.
Albany-Lyons Highway
Marion and Linn Counties

Dear Mr. Bilyeu:

We received your Check No. 396 in the amount of $3,571.00, as the third annual installment of the repayment of funds advanced the District for the relocation of water facilities in conflict with the subject project.

A determination of the apportionment, between the State and the District, of the final costs of the relocation work will be made during January of 1974. You will be advised of the District's total obligation and the balance due the State.

By a copy of this letter, your check is being forwarded to our Finance Branch for further processing.

Any future correspondence should be directed to James E. Chidsey, Room 314 State Highway Building, Salem 97310.

Very truly yours,

RECEIVED
DEC 18 1973
Office of
Assistant State Highway Engineer

Jack M. Cartwright
Utility Office Engineer

JMC:jly

cc: John MacDonald - Clark & Groff Engineers

NOTED
H.S.COULTER

bc: H. S. Coulter
V. E. Skoog w/check
C. O. Frederickson
J. W. Valentine

7795

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: North Santiam River Green's Bridge		WEEK ENDING: December 15, 1973
		SECTION PREFIX: 522-1043
HIGHWAY: FAS 126		COUNTY: Linn
NAME OF JOB: Green's Bridge	KIND OF WORK: Structure	
CONTRACTOR: Hannan Bros.	CONTRACT NUMBER: 7795	FEDERAL AID PROJECT NUMBER: FnS-S390(4)
DATE OF CONTRACT: August 10, 1972	DATE WORK STARTED: August 28, 1972	ESTIMATED COMPLETION DATE: December 28, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED: 493
	SPECIFIED COMPLETION DATE: November 2, 1973	PERCENT OF TIME ELAPSED: 100%+
PROJECT AUTHORIZATION: $ 682,856.45	ENGINEERING AUTHORIZATION $ 61,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99%
EXCLUSIVE OF ENGINEERING: $ 682,856.45	ENGINEERING COST TO DATE $ 43,640.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 600,000.00		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: XXXXX OVERRUN UNDERRUN 3.5 %	PERCENT OF AUTHORIZATION 71.5%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1/2 Ton Pickup, Flatbed Truck, Overhang Scaffolding, Link Belt Hydro Crane, Chain Saw, Boat and Motor, Misc. Small Tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	0418A							
PERCENT	99%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9	Rain	1		
MONDAY 10	Cloudy	1		
TUESDAY 11	Rain	1		
WEDNESDAY 12	Rain	1		
THURSDAY 13	Rain	1		
FRIDAY 14	Rain	1		
SATURDAY 15	Rain	1		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No Activity
MONDAY	Removing falsework stringers and caps spans #1 & #2.
TUESDAY	Removing falsework stringers and caps spans #1 & #2. N.W. Natural Gas completing line on West Approach.
WEDNESDAY	Removing falsework stringers and cpas spans #1 & #2. N.W. Natural Gas completed installation on West end and testing system.
THURSDAY	Continuing on falsework removal st spans #1 & #2. N.W. Natural Gas still testing their installation. Marion County starting final rocking on West approach.
FRIDAY	Started to remove piling under span #1 & #2. Marion County rocking West approach.
SATURDAY	No Activity

REMARKS

NEXT WEEK: Complete removal of falsework piling. Continue cleaning up and hauling off their construction materials.

NOTE: Highwater has continued to hamper the contractors removal of the falsework.

SIGNED John Cameron LOCATION Springfield, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

Inv 2241
390(4)

FAS 126
Linn Co

SALEM, OREGON
November 26, 1973

Mr. V. E. Skoog
Controller

B U I L D I N G

Attention Mr. Dick Hacek

Construction Engineering Costs
N. Santiam River (Greens) Bridge
FAS 126
Linn County
EHS-S-390(4)

Oregon Bridge Engineering Company's billing (Invoice #2241) in the amount of $5,810.35 is attached. This billing has been approved by both the county engineer and our supervisory engineer.

Would you please examine and make this payment to Oregon Bridge Engineering and inform the County and this office.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

☑ ENGR. ☑ ASST. ☑ DE ☑ AE ☑ LE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

RECEIVED
NOV 15 1973
L. H. MARTIN
Resident Engineer

October 31, 1973

INVOICE

RECEIVED
COUNTY & CITY SECTION
NOV 19 1973
ENGR. COOR. OE AE UE
UPE CE RE RPE

Mr. Gordon Wallace
Acting Engineer
Linn County
3010 Industrial Way
Albany, Oregon 97321

Re: Field Engineering on Green's Bridge

For professional services:

Total from Previous Invoice				$35,415.53
195	Hours @ 8.15	=	1589.25	
21	Hours @ 8.45	=	177.45	
19-1/2	Hours @ 5.25	=	102.38	
18	Hours @11.90	=	214.20	
9	Hours @ 7.45	=	67.05	
138	Hours @ 5.20	=	717.60	
13-1/2	Hours @12.40	=	167.40	3,035.33
Overhead @ 75.15				2,281.05
Travel: 2984 miles @.12 per mile				358.08
Telephone Expense				39.89
Northwest Testing Lab.				36.00
Trailer Rental				60.00
				$41,225.88
			Less Previous Payments	35,415.53
			Total Amount Due	$ 5,810.35

APPROVED
Resident Bridge Engineer

Approved Gordon B. Wallace
County Engineer
11-17-73

Invoice #2241

Job #4-13

TIME AND PATROL RECORD

MONTHLY

GREEN'S BRIDGE — OCTOBER - 1973

NAME	NO. EXEMPS CLAIMED	REG. TIME-O.T. OVERTIME-O.T.	HOURS WORKED -- DAILY — DAYS OR DATES: M 1	T 2	W 3	T 4	F 5	S 6	S 7	M 8	T 9	W 10	T 11	F 12	S 13	S 14	M 15	T 16	W 17	T 18	F 19	S 20	S 21	M 22	T 23	W 24	T 25	F 26	S 27	S 28	M 29	T 30	W 31	TIME WORKED: TOTAL HOURS EACH	TOTAL HOURS BOTH	RATE PER: RATE REGULAR TIME	RATE O.T. OVERTIME	AMT
T. E. BISHOP		REG	10	9	5	8	10			10	9	8½	9½	4			8	8	8	8	8			8	8	9	9	9	2		9	10	8		195			1589.25
		OT																																			
S. L. McCORMACK		REG					9			10½																									19½	5.25		102.38
		OT																																			
J. E. MANN		REG	10	9		8				10½	9	8½	9½				6½							8½	6½	8	9½	9			8½	10	7		138	5.20		717.60
		OT																																			
R. D. CARTER		REG															7	6	2							4	2								21	8.45		177.45
		OT																																			
L. F. CIERLE		REG																								½		1	2	2	8				13½	12.40		167.40
		OT																																			
T. H. GUINER		REG																						1			8					9			18	11.90		214.20
		OT																																			
H. D. APPEL		REG																														9			9	7.45		67.05
		OT																																			
		REG																																	4/14			3035.33
		OT																																			
		REG																																	20			
		OT																																				
VEHICLE MILEAGE		REG		695				682						736												755					116			2984	C.12		358.08
		OT																																			
TELEPHONE EXPENSE		REG																																			39.89
		OT																																			
NORTHWEST TESTING LAB.		REG																																			96.00
		OT																																			
NORTH TRAILER RENTAL		REG																																			60.00
		OT																																			
		REG																																				
		OT

7795

November 23, 1973

Hannan Bros. Construction, Inc.
P. O. Box 66155
Portland, OR 97266

Gentleman:

We have reviewed your request for a time extension on North Santiam River (Green's) Bridge Contract No. 7795 in Linn and Marion Counties.

Careful consideration was given to the reason you submitted and in light of the available facts and the provisions of the contract, a 59-calendar day extension is granted which will establish a new completion date of December 31, 1973.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
V. L. Gallagher

JAB:fr dpy

7795

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 23, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Time Extension Request**
North Santiam River (Green's) Br.
Linn/Marion FAS 126
Contract No. 7795

The subject project was awarded August 10, 1972 and had a specified completion date of November 2, 1973. The contract work is approximately 99 percent complete. Liquidated damages accrue at $150 per day.

The contractor, Hannan Bros. Construction, Inc., has requested a 44-workday extension of time without assessment of liquidated damages. The reason given for the request is delay caused by two labor disputes.

A strike by the Operating Engineers Union from June 13 to August 2, 1973 and a strike by the Carpenters and Laborers Unions from August 13 to August 22, 1973 caused delays totaling 59 calendar days. This job was completely shut down.

I have granted a 59-calendar day extension of time, which establishes a new specified completion date of December 31, 1973. This is a secondary project and the concurrence of the Federal Highway Administration is not required.

This will be included in the report on time extensions on the agenda for your information at the December 19 meeting.

bc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
V. L. Gallagher
Gary Sund
R. E. Whipps

JAB:fr dpy

B-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date ....Sept. 17...., 19..73

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from of ...44..... days to ..... days within which to complete our Contract No. .....7795....., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Labor Dispute -
Operating Engineers strike from 6/13/73 to 8/2/73
Carpenters and Laborers strike from 8/13/73 to 8/22/73

Respectfully submitted,

Hannan Bros. Construction, Inc.
Contractor

By .....
President

CONSENT OF SURETY

Date September 18, 19 73

We, General Insurance Company of America

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GENERAL INSURANCE COMPANY OF AMERICA
By .....
Attorney-in-fact (L. W. Neff)

(SEAL)

MANSFIELD & CO.
By .....
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7795 Contractor Hannan Bros. Construction, Inc.

Highway FAS 126

Section N. Santiam River (Greens) Bridge

Kind of Work Bridge Construction

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recent labor union strikes during June, July, and August, 1973 prevented the contractor from completing the contract on or before the specified completion date. A total of 44 workdays were lost due to the strikes. They have worked a large crew and much overtime since the strikes to complete the job on time and should not require all of the 44 days requested. (= 59 calendar days.)

J. E. Bishop
Oregon Bridge Engineering Co.

Recommended for Approval:

Arnold Kemis
Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7795
Project designation	FAP No. EHS-S-390(4) (State-Federal)
Date awarded	August 10, 1972
Work started	August 28, 1972
Per cent completed	11/2/73 - 98%
Specified Completion Date (Date)	
No. of Workdays Allowed	11/2/73
No. of Workdays Used	All
No. of Added Workdays Requested	44

SP*8000-734

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 20, 1973

SUBJECT: Time Extension Request
North Santiam River (Green's) Br.
Linn/Marion FAS 126
Contract No. 7795

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

The subject project was awarded August 10, 1972 and had a specified completion date of November 2, 1973. The contract work is approximately 99 percent complete as of November 10 with an estimated completion date of November 30, 1973. Liquidated damages accrue at $150 per day. Hannan Bros. is the contractor.

The contractor has requested a 44-day extension of time without assessment of liquidated damages. The reason given for the request is delay caused by two labor disputes.

A strike by the Operating Engineers Union from June 13 to August 2, 1973 and a strike by the Carpenters and Laborers Unions from August 13 to August 22, 1973 caused delays totaling 59 calendar days. This job was completely shut down.

Actually, I believe under current specs, labor dispute time can be recognized on a specified date project, the same as on a day count, without formal action. Precedent seems to be to go the formal extension route, however, and I have no objection in this case.

A 59-day extension of time would establish a new specified completion date of December 31, 1973. No overrun of engineering is anticipated. This is a secondary project and the concurrence of the FHWA is not required.

Rough draft letters are attached.

RECEIVED
NOV 21 1973
Office of
Assistant State Highway Engineer

JAB:fr

Attach.

cc: V. L. Gallagher

OREGON STATE HIGHWAY DIVISION

A22 (REV. 9-72)

DISBURSEMENT VOUCHER

WARRANT NUMBER 15269

	VOUCHER DATE	TOTAL AMOUNT
Oregon Bridge Engineering Co. % Linn County Engineer 3010 Industrial Way Albany OR 97321	10-19-73	$ 5,680.52

10-18-73	Green's Bridge	$
ac		

RECEIVED
COUNTY & CITY SECTION
OCT 25 1973
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☒ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REMITTANCE ADVICE

ATTACHED IS WARRANT IN FULL PAYMENT OF CLAIM DETAILED ABOVE

Salem, Oregon OCT 18 1973, 19___

STATE OF OREGON

To Oregon Bridge Engineering Co, C/o Linn County Engineer, 3010 Industrial Way, Albany, OR-97321, Dr.

Project Geer's Bridge — Highway Comm. Agreement No. ____

Contractor ____ — Contract No. ____

Rys Company's JOB Agreement No. 4-13 — Estimate No. 12

Period Covered Aug. 3, 1972, through Sept. 30, 1973

Item	Total Amount to Date	Previous Amount	Present Amount
Estimates #1 - #11	31,285.01	31,285.01	
Invoice #2206 dated 9/30/73	5,680.52		5,680.52

RECEIVED
COUNTY & CITY SECTION
OCT 25 1973
☐ ENGR. ☐ Coun. ☐ .. ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Totals $36,965.53 $31,285.01 $5,680.52

Retained 0 %

Total Payments $36,965.53 $31,285.01 $5,680.52

Computed By D. N. Jones

Checked By ____

Previous Voucher No. ____

Charge: ____

Charge: 522-1043-900 P (50) $5,680.52

Charge: ____

Credit: ____

Approved By:

Auditor

$3,798.63 previously paid to Linn County.
Max. cost to State $55,000

SALEM, OREGON
October 16, 1973

Mr. V. E. Skoog
Fiscal Officer

B U I L D I N G

Attention Mr. R. J. Hacek

Construction Engineering Costs
N. Santiam River (Greens) Bridge
FAS 126
Linn County
EHS-S-390(4)

Oregon Bridge Engineering Company's billing (Invoice #2206) in the amount of $5,680.52 is attached. This billing has been approved by both the county engineer and our supervisory engineer.

Would you please examine and make this payment to Oregon Bridge Engineering and inform the County and this office.

H. S. Cox
County and City Engineer

By

HR
Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

☑ ENGR. ☐ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

FAS 176
Linn Co.

OREGON BRIDGE ENGINEERING COMPANY

Consulting Engineers

P. O. Box 72
Springfield, Oregon 97477

RECEIVED
COUNTY & CITY SECTION
OCT 15 1973
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

September 30, 1973

APPROVED
Resident Bridge Engineer

INVOICE

Mr. Gordon Wallace
Acting County Engineer
Linn County
3010 Industrial Way
Albany, Oregon 97321

Re: Field Engineering on Green's Bridge

For professional services:

Total from previous Invoice				$29,735.01
192-1/2	Hours @ 8.15	=	1,568.88	
5	Hours @13.80	=	69.00	
11	Hours @ 5.25	=	57.75	
10	Hours @11.90	=	119.00	
3	Hours @ 5.80	=	17.40	
162	Hours @ 5.20	=	842.40	
11	Hours @12.40	=	136.40	2,810.83
Overhead @ 75.15				2,112.34
Travel: 3656 miles @.12 per mile				438.72
Subsistence				8.35
Telephone Expense				28.28
Transit & Level Rental (2 Mos.)				102.00
Trailer Rental (3 mo's @60.00)				180.00
				$35,415.53
Less Previous Payments				-26,423.22
Less Invoice #2181				- 3,311.79
			Total Amount Due	$ 5,680.52

Approved Gordon E. Wallace
County Engineer
10-5-73

Invoice #2206

Job #4-13

TIME AND PAYROLL RECORD

MONTHLY

FAS 126-Form C

GREEN'S BRIDGE — SEPTEMBER - 1973

NAME	NO. EXEMP'S CLAIMED	REG. TIME-R.T. / OVERTIME-O.T.	HOURS WORKED -- DAILY (DAYS OR DATES 1–31)	TIME WORKED: TOTAL HOURS EACH	TIME WORKED: TOTAL HOURS BOTH	RATE PER: RATE (REGULAR TIME)	AMT (OVERTIME)
E. E. Bishop		RT	10½ 10½ 9 11 4 — 11 7 9 8½ 9½ — — 9 10 10 8 5½ — — 12 9 7 10 12 8 — — —		192½	8.15	1568.88
		OT	— — — 11 —				
E. E. Brown		RT	9 11 8 — — — 11½ 8 9 9 9½ — — 9½ 8 9½ — 9 — — 12 7 8 10 12 — — —		162	5.20	842.40
		OT	— — — — 5 —				
T. B. Bruce		RT	— — — — — — — — — — — — — — 6 — — — — — — — — — — — — —		11	12.40	136.40
		OT	— — — 3 — — — — — — — 4 — — — — — — — — — — — — 3 — — —				
J. H. Quinn		RT	— —		10	11.92	119.00
		OT	— — — — — — — — — — — 5 — — — — — — — — — — — — — — — —				
W. A. Edwards		RT	— — — — — — — — — — — — — — 3 — — — — — — — — — — — — —		5	12.80	64.00
		OT	— —				
T. A. H. Jones		RT	— —		3	5.80	17.40
		OT	— —				
		RT	— —		394½		2813.72
		OT	— —				
Leslie Wiggs		RT	917 — — 735 — — 680 — — 1524 — — — — — — — — — — — — — — —		365	12.12	4428.72
		OT	— —				
Capital Area Data Proc.		RT	— —				45.00
		OT	— —				
Telephone Answ.		RT	— —				6.25
		OT	— —				
Substitute		RT	— —				6.25
		OT	— —				
Court Clerk Pol. Dept.		RT	— —				57.22
		OT	— —				
Martin Luther Christ		RT	— —		@	40.00	160.00
		OT	— —				
		RT					
		OT					
		RT					
		OT					
		RT					
		OT

Inv 2181 + 2182
390(4)

SALEM, OREGON
September 17, 1973

Mr. V. E. Skoog
Fiscal Officer

B U I L D I N G

Attn: R. J. Hacek

Construction Engineering Costs
N. Santiam River (Greens) Bridge
FAS 126
Linn County
EHS-S-390(4)

Two of Oregon Bridge Engineering Company's billings (Invoice #2181 and 2182) in the amount of $5,561.79 are attached. These billings have been approved by both the county engineer and our supervisory engineer.

Would you please examine and make this payment to Oregon Bridge Engineering and inform the County and this office.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

ENGR. ASST. OE AE UE
UPE CE RE RPE

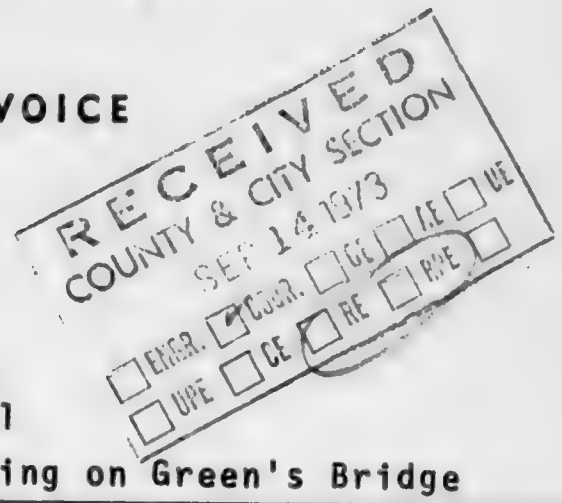
fa 136
Linn Co

OREGON BRIDGE ENGINEERING COMPANY

Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

August 31, 1973

INVOICE



Mr. Gordon Wallace
Acting Engineer
Linn County
3010 Industrial Way
Albany, Oregon 97321

Re: Field Engineering on Green's Bridge

For professional services:

Total from Previous Invoice				$26,423.22
139-1/2	Hours @ 8.15	=	1136.93	
5	Hours @13.80	=	69.00	
4	Hours @ 8.45	=	33.80	
18	Hours @ 5.25	=	94.50	
5	Hours @11.90	=	59.50	
12	Hours @ 5.50	=	66.00	
52-1/2	Hours @ 5.20	=	273.00	
			1732.73	1,732.73
Overhead @ 75.15				1,302.15
Travel: 2154 miles @.12 per mile				258.48
Telephone Expense				18.43
				$29,735.01
Less Previous Payments				26,103.78
Less Invoice #2148				319.44
Total Amount Due				$3,311.79

APPROVED
Resident Bridge Engineer

APPROVED
9-12-73

Invoice #2181

Job #4-13

Linn Co

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

August 31, 1973

INVOICE

Mr. Gordon Wallace
Acting Engineer
Linn County
3010 Industrial Way
Albany, Oregon 97321

Re: Field Engineering on Green's Bridge

For professional services:

Partial Billing for Fixed Fee
as per Agreement $2,250.00

RECEIVED
SEP 13 1973
M. MARTIN
Resident Engineer

RECEIVED
COUNTY & CITY SECTION
SEP 14 1973
☑ ENGR. ☐ COOR. ☐ ~~SE~~ ☐ LE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

APPROVED
Resident Bridge Engineer

APPROVED
9-12-73

Invoice #2182

Job #4-13

TIME AND PAYROLL RECORD
MONTHLY

GREEN'S BRIDGE — AUGUST 1972

NAME	NO. EXEMPTIONS CLAIMED	REG. TIME OR OVERTIME	HOURS WORKED DAILY — DAYS OR DATES W 1	T 2	F 3	S 4	S 5	M 6	T 7	W 8	T 9	F 10	S 11	S 12	M 13	T 14	W 15	T 16	F 17	S 18	S 19	M 20	T 21	W 22	T 23	F 24	S 25	S 26	M 27	T 28	W 29	T 30	F 31	TIME WORKED TOTAL HOURS EACH	TIME WORKED TOTAL HOURS BOTH	RATE PER RATE	RATE PER AMT
E. E. Bishop		RT			5			6	7	8	7½	4			2½	4			2			3	2	6	6	7	7	6	14	9½	12	10	11		139½	8.15	1126.93
		OT								4½	4													2½												
C. F. Gilliam		RT																									7		11						12	5.50	66.00
J. T. McCormack		RT																												4					18	5.25	94.50
E. O. Carter		RT																											11	9½	12	9	11		4	8.45	33.80
[illegible] E. Grimes		RT																															5		52½	5.20	273.00
W. O. Patriarca		RT																												5					5	13.80	69.00
J. H. Guimond		RT																												5					5	11.00	55.00
		RT																																	236		1732.73
		RT																																			
Vehicle Mileage		RT	116						760															468					520						2154	3.12	2004.48
Telephone Expenses		RT																																			1342
		RT																																		

OREGON STATE HIGHWAY DIVISION

A22 (REV. 9-72)

DISBURSEMENT VOUCHER

WARRANT NUMBER

8284

	VOUCHER DATE	TOTAL AMOUNT
Oregon Bridge Engineering co. % Linn County Engineer 3010 Industrial Way Albany, OR 97321	8-28-73	$ 319.44

Green's Bridge

$

cs

RECEIVED
COUNTY & CITY SECTION
SEP 7 1973
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REMITTANCE ADVICE

ATTACHED IS WARRANT IN FULL PAYMENT OF CLAIM DETAILED ABOVE

Salem, Oregon AUG 21 1973, 19___

STATE OF OREGON

To Oregon Bridge Engineering Co, % Linn County Engineer,
3010 Industrial Way, Albany, OR - 97321, Dr.

Project Scenic Bridges — Highway Comm. Agreement No. ____

Contractor ____ Contract No. ____

~~By~~ Company's ~~Agreement~~ No. 4-13 — Estimate No. 10

Period Covered Aug. 3, 1972, through July 31, 1973

Item	Total Amount to Date	Previous Amount	Present Amount
Estimates #1 - #9	25,403.78	25,403.78	
Invoice 2148 dated 7/31/73	319.44		319.44

Totals $25,723.22 $25,403.78 $319.44

Retained 0 %

Total Payments $25,723.22 $25,403.78 $319.44

Computed By D. W. Jones

Checked By ____

Previous Voucher No. ____

$3,798.63 previously paid to Linn County

Charge: ____

Charge: 522-1043-900 P (30) $319.44

Charge: ____

Credit: ____

Approved By: R. J. Bunch
Auditor

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

August 23, 1973

Mr. Gordon B. Wallace
Acting Linn County Engineer
3010 Industrial Way
Albany, Oregon 97321

RECEIVED
COUNTY & CITY SECTION
AUG 24 1973
ENGR. COOR. OE RE UE
UPE CE RE RPE

Re: N. Santiam River (Green's) Bridge
FAS 126 - Contract 7795

Dear Sir:

Regarding the proposed natural gas line to be attached to the Green's Bridge - we have given the matter considerable thought on previous projects involving box girder bridges and have taken the position that it is not desirable to have these lines inside the cells. This is based on our concern for the safety of inspectors or workmen who may enter the cells in the future, as well as for the safety of the structure itself.

Some vibration is inherent in any long span bridge, and if a gas line were ruptured inside a box girder cell the possibility of an explosion in a confined space would exist, as well as the obvious danger to anyone entering the cells.

As we understand it, some agencies are allowing natural gas lines to be placed in box girder cells provided that the gas lines are installed inside an independent, air-tight duct, which is then vented at each end of the structure; said vents discharging freely to the atmosphere.

We would be glad to consider this latter alternative, and review details of such an installation.

Until an acceptable method of installation is submitted we feel that we cannot give our approval to the placement of the natural gas line in the box girder, and recommend that it be hung from the inserts placed in the deck overhang which cantilevers out from the box girder.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:seb
cc: Mr. Jack Martin
Mr. H. S. Cox
Northwest Natural Gas Co.

Mr. Walter J. Hart

RICHARD DALKE, P.E.
County Engineer

OFFICE OF
LINN COUNTY ENGINEER
3010 INDUSTRIAL WAY
ALBANY, OREGON 97321

Phone 926-9451

GORDON B. WALLACE, P.E.
Assistant County Engineer

WILLIAM L. ZILLMAN
Administrative Assistant

DEL BURKHART
Road Superintendent

Hwy 126
Linn Co

August 22, 1973

Oregon Bridge Engineering Company
223 North "A" Street
Springfield, Oregon

Re: Greens Bridge

Gentlemen:

It is requested that the gas line be retained inside of the girder as now designed.

Sincerely yours,

Gordon B Wallace

Gordon B. Wallace
Acting Linn County Engineer

GBW:bms

cc: Mr. J. Martin
Resident Engineer
3400 Spicer Road
Albany, Oregon

Mr. H. S. Cox
City & County Division
405 State Highway Bldg.
Salem, Oregon

Northwest Natural Gas Company
3123 Broadway, NE
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
AUG 23 1973
☑ ENGR. ☑ COOR. ☐ JE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

A22 (REV. 9-72)

WARRANT NUMBER

3849

DISBURSEMENT VOUCHER

	VOUCHER DATE	TOTAL AMOUNT
Oregon Bridge Engineering Co. % Linn County Engineer 3010 Industrial Hwy Albany, Oregon 97321	8-1-73	$ 579.86
Green's Bridge sc		$

REMITTANCE ADVICE

ATTACHED IS WARRANT IN FULL PAYMENT OF CLAIM DETAILED ABOVE

Salem, Oregon JUL 30 1973, 19___

STATE OF OREGON

To Oregon Bridge Engineering Co. c/o Linn County Engineer
3010 Industrial Way, Albany, OR-97321, Dr.

Project Green's Bridge Highway Comm. Agreement No.____

Contractor____ Contract No. ____

~~By.~~ Company's ~~Agreement~~ job No. 4-13 Estimate No. 9

Period Covered Aug. 3, 1972, through June 30, 1973

Item	Total Amount to Date	Previous Amount	Present Amount
Estimates #1 - #8	24,823.92	24,823.92	
Invoice #2105 dated 6/30/73	579.86		579.86

Totals $ 25,403.78 $ 24,823.92 $ 579.86

Retained 0 % — — —

Total Payments $ 25,403.78 $ 24,823.92 $ 579.86

Computed By D. E. Jones

Checked By ____

Previous Voucher No. ____

$3,798.63 previously paid to Linn County

Charge: ____

Charge: 522-1043-(50)00 P $ 579.86

Charge: ____

Credit: ____

Approved By: R. R. Hurd
Auditor

SALEM, OREGON
August 14, 1973

Mr. V. E. Skoog
Controller

B U I L D I N G

Attn: Mr. Dick Hacek

Construction Engineering Costs
N. Santiam River (Greens) Bridge
FAS 126
Linn County
EHS-S-390(4)

Oregon Bridge Engineering Company's billing (Invoice 2148) in the amount of $319.44 is attached. This billing has been approved by both the county engineer and our supervisory engineer.

Would you please examine and make this payment to Oregon Bridge Engineering and inform the County and this office.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Jap 126
Linn Co

OREGON BRIDGE ENGINEERING COMPANY

Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

RECEIVED
COUNTY & CITY SECTION
AUG 13 1973
☑ ENGR. ☑ CORR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

July 31, 1973

INVOICE

APPROVED
Resident Bridge Engineer

Mr. Gordon Wallace
Acting County Engineer
Linn County
3010 Industrial Way
Albany, Oregon 97321

Re: Field Engineering on Green's Bridge

For professional services:

Total from Previous Invoice			$26,103.78
6	Hours @ 8.15	= 48.90	
12	Hours @ 8.45	= 101.40	
2	Hours @11.90	= 23.80	
1/2	Hour @ 5.25	= 2.63	
			176.73
Overhead @ 75.15			132.81
Telephone Expense			6.90
Transit & Level Rental			3.00
			$26,423.22
Less Previous Payments			25,523.92
Less Invoice #2105			579.86
Total Amount Due			$ 319.44

Approved G. E. Wallace
County Engineer
8-8-73

Invoice #2148

Job #4-13

JULY - 1973

GREEN'S RIDGE

HOURS WORKED — DAILY — DAYS OR DATES

NAME	NO. EXEMPS CLAIMED	REG. TIME OR OVERTIME	1 S	2 M	3 T	4 W	5 T	6 F	7 S	8 S	9 M	10 T	11 W	12 T	13 F	14 S	15 S	16 M	17 T	18 W	19 T	20 F	21 S	22 S	23 M	24 T	25 W	26 T	27 F	28 S	29 S	30 M	31 T	TIME WORKED TOTAL HOURS EACH	TIME WORKED TOTAL HOURS BOTH	RATE PER RATE	RATE PER AMT
		RT																									1½	2									
		OT		1				1										1				1													6		8.15	48.90
J. L. Bishop		RT													6		5	1																	12		8.45	101.40
F. D. Carter		OT										2																							2		11.90	23.80
J. W. Quinn		RT																									½								½		5.25	2.63
L. C. McCormack		OT																																	30½			176.73
		RT																																				
		OT																																				6.90
		RT																																				
Telephone Expense		OT																																				5.00
Permit & Tax Certs		RT																																				
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TOTALS → 186.63

UTILITY LINE FORM NO. 50-185

SALEM, OREGON
July 13, 1973

Mr. V. E. Skoog
Controller

B U I L D I N G

Attn: Mr. Dick Hacak

Construction Engineering Costs
N. Santiam River (Greens) Bridge
FAS 126
Linn County
EHS-S-390(4)

Oregon Bridge Engineering Company's billing (Invoice 2105) in the amount of $579.86 is attached. This billing has been approved by both the county engineer and our supervisory engineer.

Would you please examine and make this payment to Oregon Bridge Engineering and inform the County and this office.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

for 126
Linn G

OREGON BRIDGE ENGINEERING COMPANY

Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

RECEIVED
COUNTY & CITY SECTION
JUL 12 1973
ENGR. COOR. CE LE UE
UPE CE RE RPE

June 30, 1973

INVOICE

APPROVED
Resident Bridge Engineer

Mr. Gordon Wallace
Acting Engineer
Linn County
3010 Industrial Way
Albany, Oregon 97321

Re: Field Engineering for Green's Bridge

For professional services:

Total from Previous Invoice		$25,523.92
31-1/2 Hours @ 8.15	= 256.73	
4 Hours @ 5.25	= 21.00	
2 Hours @11.90	= 23.80	
	301.53	301.53
Overhead @75.15		226.60
Travel: 315 miles @.12 per mile		37.80
Transit & Level Rental		9.00
Telephone Expense		4.93
		$26,103.78
Less Previous Payment		23,544.85
Less Invoice #2077		1,979.07
Total Amount Due		$ 579.86

Approved Gordon B. Wallace
County Engineer
7-10-73

Invoice #2105

Job #4-13

TIME AND PAYROLL RECORD

MONTHLY

Grenial Bridges — June - 1973

NAME	NO. EXEMPS CLAIMED	REG. TIME / OVERTIME-O.T.	HOURS WORKED DAILY — DAYS OR DATES 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	TIME WORKED: TOTAL HOURS EACH	TIME WORKED: TOTAL HOURS BOTH	RATE PER: RATE REGULAR TIME	RATE PER: AMT OVER TIME
E. Bishop		RT	4 2½ 5 6 4 3 1 1½ 4½		31½	8.15	256.73
		OT					
L. McConnell		RT	4		4	5.25	21.00
		OT					
H. Quinn		RT	2		2	11.90	23.80
		OT					
		RT			37½		301.53
		OT					
Auto Mileage		RT	31.5		C.R.		32.80
J. E. Bishop		OT					
		RT					
		OT					
Paint & Level Rental		RT					9.00
		OT					
		RT					
		OT					
Uphaus Expense		RT					4.93
		OT					
		RT					
		OT					
		RT					
		OT					
		RT				

OREGON STATE HIGHWAY DIVISION

A22 (REV. 9-72)

WARRANT NUMBER

0460

DISBURSEMENT VOUCHER

	VOUCHER DATE	TOTAL AMOUNT
Oregon Bridge Engineering Co. c/o Linn County Engineer 3010 Industrial Way Albany, Oregon 97321	6/29/73	$ 1,979.07
Green's Bridge 6/26 (FAS 126) ak		$

REMITTANCE ADVICE

ATTACHED IS WARRANT IN FULL PAYMENT OF CLAIM DETAILED ABOVE

Salem, Oregon JUN 26 1973, 19___

STATE OF OREGON

To Oregon Bridge Engineering Co. c/o Linn County Engineer
3010 Industrial Way, Albany, OR - 97321, Dr.

Project Green's Bridge Highway Comm. Agreement No. _____

Contractor _____ Contract No. _____

~~By~~ Company's ~~Agreement~~ Job No. 4-13 Estimate No. 8

Period Covered Aug. 3, 1972 through May 31, 1973

Item	Total Amount to Date	Previous Amount	Present Amount
Estimates #1 - #7	22,844.85	22,844.85	
Invoice #2077 dated 5/31/73	1,979.07		1,979.07

Totals $24,823.92 $22,844.85 $1,979.07

Retained 8 % — — —

Total Payments $24,823.92 $22,844.85 $1,979.07

Computed By R. H. Jones

Checked By _____

Previous Voucher No. _____

$3,798.63 previously paid to Linn County

Charge: _____ _____

Charge: 522-1043-000P $1,979.07

Charge: _____ _____

Credit: _____

Approved By: R. A. Heroux
Auditor

SALEM, OREGON
June 22, 1973

Mr. V. E. Skoog
Controller

BUILDING

Attn: Mr. Dick Hacek

Construction Engineering Costs
N. Santiam River (Greens) Bridge
FAS 126
Linn County
EHS-S-390(4)

Oregon Bridge Engineering Company's billing (Invoice 2077) in the amount of $1,979.07 is attached. This billing has been approved by both the county engineer and our supervisory engineer.

Would you please examine and make this payment to Oregon Bridge Engineering and inform the County and this office.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:lat
Att.

Jus 126
Linn Co

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

RECEIVED
COUNTY & CITY SECTION
JUN 18 1973
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

May 31, 1973

INVOICE

Mr. Gordon Wallace
Linn County
3010 Industrial Way
Albany, Oregon 97321

Re: Field Engineering for Green's Bridge

For professional services:

Total from Previous Invoice				$23,544.85
91-1/2	Hours @ 7.65	=	699.98	
32	Hours @ 7.85	=	251.20	
4-1/2	Hours @ 4.95	=	22.28	
9	Hours @11.35	=	102.15	
2-1/2	Hours @ 5.15	=	12.88	
			1,088.49	1,088.49
Overhead @ 75.15				818.00
Travel: 525 miles @.12 per mile				63.00
Telephone Expense				6.28
Film				3.30
				$25,523.92
Less Previous Payments				23,544.85
Total Amount Due				$ 1,979.07

Approved _____
County Engineer
6-13-73

APPROVED
_____
Resident Bridge Engineer

Invoice #2077

Job #4-13

TIME AND PAYROLL RECORD

MONTHLY

Pas 126 Zion Co

Co'd Bridge — June 1973

NAME	NO. EXEMPS CLAIMED	REG. TIME R.T. OVERTIME O.T.	HOURS WORKED – DAILY DAYS OR DATES T 1	W 2	T 3	F 4	S 5	S 6	M 7	T 8	W 9	T 10	F 11	S 12	S 13	M 14	T 15	W 16	T 17	F 18	S 19	S 20	M 21	T 22	W 23	T 24	F 25	S 26	S 27	M 28	T 29	W 30	T 31	TIME WORKED TOTAL HOURS EACH	TIME WORKED TOTAL HOURS BOTH	RATE PER HOUR PAID	RATE PER HOUR AMT
Bishop		RT	6	7	9	5½			6	3		5	5				7	2½	5	9			1½	2½		5	1½			3	3		5		65½	7.65	654.08
		OT																																		
Carter		RT	2														4																	6	7.85	47.10
		OT																																		
Quines		RT	1							1																								2	11.35	22.70
		OT																																		
Littleton		RT																												2½				2½	5.15	12.88
		OT																																		
McCrackle		RT																					1½							3				4½	4.75	22.88
		OT																																		
		RT																																100½		759.04
		OT																																		
La Fleur		RT																																		
		OT																																		
Knapp		RT		2.10								2.10														1.05								6.12		63.00
		OT																																		
		RT																																		
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Fuller		RT																																	6.25	
		OT																																	3.50	
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RECEIVED
COUNTY & CITY SECTION
JUL 18 1973
UE R. ☐ C ☐ CE ☐ AE ☑ DE
TCE ☑ SE ☐ RE ☒ DPE ☐

TOTALS → 831.62

Form No. 50-155

MONTHLY

Green's Bridge — April - 1973

NAME	NO. EXEMPS CLAIMED	SCH. TIME-E.T. OVERTIME-O.T.	HOURS WORKED - DAILY — DAYS OR DATES 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	TIME WORKED: TOTAL HOURS EACH	TIME WORKED: TOTAL HOURS BOTH	RATE PER: REGULAR TIME	RATE PER: OVER-TIME
V. Quiner		RT	2 1 2 2		7	11.35	79.45
		OT					
C Carter		RT	1½ 4 2 2½ 8 7		24	7.85	204.10
		OT					
C. Bishop		RT	6		6	7.65	45.90
		OT					
		RT			37		329.45
		OT					
		RT					
		OT					
		RT					
		OT					
		RT				

4795

FILED
MAY - 2 1973
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

7795

HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED ON CARD
5-3-73 KO

May 1, 1973

Dezendorf, Spears, Lubersky & Campbell
Attorneys at Law
800 Pacific Building
Portland, Oregon 97204

Attention: Herbert H. Anderson

Gentlemen:

This is to acknowledge your letter of April 13 notifying us of claims in the amount of $4,524.16 plus interest of Ace Galvanizing, Inc., against Ward Steel Corporation for galvanizing metal. These claims appear to be against the following contracts:

Contract No. 7664
Ray Kizer and Ray Kizer Construction Co.
South Unit, Condon-Thirtymile Creek Section
John Day Highway
Gilliam County.
Surety: Great American Insurance Company
2030 Ninth Avenue
Seattle, Washington 98121
Completed: January 26, 1973
Accepted: March 28, 1973

Contract No. 7779
Ray Kizer Constr. Co. and Hannan Bros. Co.
Rickreall-Independence Junction Section
Willamina-Salem Highway
Polk County
Sureties: Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

General Insurance Co. of America
1500 S.W. 1st
Portland, Oregon 97201

NOTED
C. W. HEAD

Not completed or accepted

Contract No. 7795
Hannan Bros. Constr., Inc.
North Santiam River (Green's) Bridge
FAS 126
Linn and Marion Counties
Surety: General Insurance Co. of America
1500 S.W. 1st
Portland, Oregon 97201
Not completed or accepted

We will advise the sureties involved of the receipt of your client's claims and we will also forward them to the Secretary of State for filing.

Please advise this office when your client's claims have been satisfied.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Ray Kizer and Ray Kizer Constr. Co.
11760 N.E. Glisan
Portland, OR 97216

Ray Kizer Constr. Co. & Hannan Bros. Co.
Drawer K
Redding, California 96001

Hannan Bros. Constr., Inc.
8410 S.E. Otty Road
Portland, OR 97266

Great American Insurance Company
2030 Ninth Avenue
Seattle, Washington 98121

RECEIVED
MAY 3 - 1973
STATE HIGHWAY COMMISSION

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

DEZENDORF, SPEARS, LUBERSKY & CAMPBELL
(DEY, HAMPSON & NELSON)
(KOERNER, YOUNG, McCOLLOCH & DEZENDORF)
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON 97204
226-6151

JAMES C. DEZENDORF
FRANK H. SPEARS
WILLIAM F. LUBERSKY
HARRY J. DeFRANCO
GEORGE B. CAMPBELL
JOHN P. BLEDSOE
JAMES D. TREDUP
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WAYNE HILLIARD
JAMES H. CLARKE
LEWIS K. SCOTT
RICHARD S. BORST
GEORGE L. WAGNER
STANLEY R. LOEB
MICHAEL G. HOLMES
GEORGE L. KIRKLIN
LEIGH D. STEPHENSON
JOHN H. DORAN
O. MEREDITH WILSON, JR.
ANTHONY J. BARKER
LAURENCE F. JANSSEN
ROBERT E. MALONEY, JR.

CLARENCE J. YOUNG
FRANK C. McCOLLOCH
OF COUNSEL

RICHARD C. HUNT
JOHN W. GOULD
GEORGE A RUSSILL
JAMES P. STOUFFER
KENNETH E. JERNSTEDT
C. RICHARD NOBLE
CRAIG E. IVERSON
JOHN M. BERMAN
VAWTER PARKER
RICHARD H. WILLIAMS
DARYL L. NELSON
EDWIN A. HARNDEN
ROY P. FARWELL

Russ
close ackn
cec

April 13, 1973

Oregon State Highway Department
Salem, Oregon 97310

RE: Notice to Oregon State Highway Department
and Hannan Brothers Construction, Inc.

and

Notice to Oregon State Highway Department
and Ray Kizer Construction Co.

Gentlemen:

Enclosed herewith are notices of claims against bonds by Ace Galvanizing, Inc. on the Condon Thirty Mile Job, the Rickreall-Independence Job and the Green's Bridge Job at Jefferson.

Very truly yours,

Herbert H Anderson

Enclosures

cc: Hannan Brothers Construction, Inc.
Ray Kizer Construction Co.

APR 1[illegible] 1973
STATE [illegible]

NOTED
C. W. HEAD

NOTICE TO OREGON STATE HIGHWAY DEPARTMENT

and

HANNAN BROTHERS CONSTRUCTION, INC.

NOTICE IS HEREBY GIVEN that the undersigned, ACE GALVANIZING, INC., has a claim for galvanizing metal for WARD STEEL CORPORATION in the sum of $4,524.16 with interest at the rate of 6% per annum from February 1, 1973, against the bond taken from HANNAN BROTHERS CONSTRUCTION, INC., as principal and GENERAL INSURANCE COMPANY as surety, for the word of the Rickreall-Independence Job and the Green's Bridge Job at Jefferson.

DATED this 13 day of April, 1973.

ACE GALVANIZING, INC.

By: Herbert H Anderson
Its attorneys

Herbert H. Anderson
Dezendorf, Spears, Lubersky & Campbell
800 Pacific Building
Portland, Oregon 97204

390(4)

SALEM, OREGON
April 18, 1973

Mr. V. E. Skoog
CONTROLLER

B U I L D I N G

Attn: Mr. Dick Hacek

Construction Engineering Costs
N. Santiam River (Greens) Bridge
FAS 126
Linn County
EHS-S-390(4)

Oregon Bridge Engineering Company's billing (Invoice #2032) in the amount of $788.61 is attached. This billing has been approved by both the county engineer and our supervisory engineer.

Would you please examine and make this payment to Oregon Bridge Engineering and inform the County and this office.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

ENGR. ASST. OE AE UE
UPE CE RE RPE

Jan 126
Linn Co

OREGON BRIDGE ENGINEERING COMPANY

Consulting Engineers

P. O. Box 72
Springfield, Oregon 97477

March 31, 1973

RECEIVED
COUNTY & CITY SECTION
APR 17 1973
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

INVOICE

APPROVED
Resident Bridge Engineer

Mr. Richard Dalke
County Engineer
Linn County
3010 Industrial Way
Albany, Oregon 97321

RE: Field Engineering for Green's Bridge

For professional services:

Total from Previous Invoice					$22,766.24
31-1/2	Hours @ 7.65	=	240.98		
6	Hours @ 7.85	=	47.10		
18	Hours @ 4.95	=	89.10		
2	Hours @11.35	=	22.70		
6	Hours @ 5.15	=	30.90		
			430.78		430.78
Overhead @ 75.15%					323.73
Telephone Expense					3.10
Transit & Level Rental					21.00
					$23,544.85
				Less Previous Payments	22,766.24
				Total Amount Due	$ 788.61

Approved _____
Acting County Engineer
4-12-73

Invoice #2032

Job #4-13

for 126 - Penn Co

GREEN'S Pay Roll

MONTHLY

MARCH - 1973

NAME	NO. EXEMPTIONS CLAIMED	REG. OR OVERTIME	HOURS WORKED DAILY — DAYS OR DATES 1 T	2 F	3 S	4 S	5 M	6 T	7 W	8 T	9 F	10 S	11 S	12 M	13 T	14 W	15 T	16 F	17 S	18 S	19 M	20 T	21 W	22 T	23 F	24 S	25 S	26 M	27 T	28 W	29 T	30 F	31 S	TIME WORKED TOTAL HOURS EACH	TIME WORKED TOTAL HOURS BOTH	RATE PER HOUR REGULAR TIME	RATE PER HOUR OVER TIME	AMT.
E. Bridges		REG	5	6			6	2	8		3½																							31½	7.65		240.98
		OT							6																									6	5.15		30.90
		REG						2	8	8																								18	4.95		89.10
		OT					1			1																								2	11.35		22.70
		REG																							6									6	7.25		42.10
		OT																																13½				420.78
it + Coal Ratio																																						2.00
Less Fines																																						2.10

RECEIVED
COUNTY & CITY SECTION
APR 17 1973
ENGR. ☒ COOR. ☐ OE ☐ AE ☐ UE
UPE ☐ CE ☐ RE ☐ RPE ☐

TOTALS →

30-145

Rev 2021

Salem, Oregon
March 21, 1973

Mr. V. E. Skoog
Controller

Attn: Mr. Dick Hacek

Construction Engineer Costs
N. Santiam River (Greens) Bridge
FAS 126
Linn County
EHS-S-390(4)

Oregon Bridge Engineering Company's billing (Invoice #2021) in the amount of $1,500.54 is attached. This billing has been approved by both the county engineer and our supervisory engineer.

Would you please examine and make this payment to Oregon Bridge Engineering and inform the County and this office.

H. S. Cox
County and City Engineer

By

HR

Harold Reynoldson
Rural Program Engineer

HR:mm

Att.

ENGR. ASST. OE AE UE
UPE CE RE RPE

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

RECEIVED
COUNTY & CITY SECTION
MAR 2 0 1973
☑ ENGR. ☐ COOR. ☐ CE ☐ CE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☑

February 28, 1973

INVOICE

Mr. Richard Dalke, County Engineer
Linn County
3010 Industrial Way
Albany, Oregon 97321

RE: Field Engineering for Green's Bridge

For professional services:

Total from Previous Invoice				$21,265.70
74-1/2	Hours @ 7.65	=	569.93	
12	Hours @ 4.95	=	59.40	
6	Hours @11.35	=	68.10	
10	Hours @ 5.45	=	54.50	
				751.93
Overhead @ 75.15				565.08
Travel: 1057 miles @.12 per mile				126.84
Telephone Expense				26.69
Northwest Testing Lab.				30.00
				$22,766.24
Less Previous Payment				16,635.88
Less Invoice #2001				4,629.82
Total Amount Due				$ 1,500.54

Approved _____
County Engineer

APPROVED
_____
Resident Bridge Engineer

Invoice #2021

Job #4-13

MONTHLY

GREEN'S BRIDGE — FEBRUARY - 1973

NAME	NO. EXEMPS CLAIMED	REG. TIME-O.T. OVERTIME-O.T.	HOURS WORKED - DAILY — DAYS OF DATES 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	TIME WORKED TOTAL HOURS EACH	TIME WORKED TOTAL HOURS BOTH	RATE PER HOUR RATE	RATE PER HOUR AMT
J. E. Bishop		RT	8 7 — — 8 9 9 9 2½ — — 6 3 3 5 1 — — — 4 — — — — — — — — — — — — — — —		74½	7.65	569.93
		OT	— 6 — — — — — — — — — — — — — — — — — — — 6 — — — — — — — — — — —		12	4.95	59.40
E. McCormack		RT	2 — 4 — — — — — — — — — — —		6	11.35	68.10
		OT	— 4 6 — — — — — — — — — — —		10	5.45	54.50
H. Raines		RT			102½		751.93
		OT					
L. Jones		RT					
		OT					
Vehicle Mileage							
J. E. Bishop			100 — — — — 420 — — — — — 240 — — — — 105 — — — — — — — — — — — —	C	.12		100.20
L. Jones			— — — — — — — — — — — — — — — — 222 — — — — — — — — — — — —	C	.12		26.64
Uniform Tax							30.00
Explosive Expenses							36.69

TOTALS →

RECEIVED
COUNTY & CITY DIVISION
MAR 2 1973
ENGR. C.O.D. Jct. UG
UPE CE RE PPE

ESTABLISHED 1890

NORTHWEST TESTING LABORATORIES

Inspecting Engineers - - Chemists

4427 NUGGET WAY

EUGENE, OREGON 97403

INVOICE TO Oregon Bridge Engr. Co.
P.O Box 72
Springfield, Oregon 97477

DATE Jan. 31, 1973

REF. NO. 2040-E

D-U-N-S-04-829-0308

TERMS: NET. INTEREST OF 1½% CHARGED ON PAST DUE ACCOUNTS. 1½% PER MONTH IS ANNUAL PERCENTAGE RATE OF 18%.

PLEASE PAY FROM THIS INVOICE

Cert. No.	Date	Service		
E-23180	1-3-73	1 sand gradation		$ 10. 00
E-23204	1-9-73	1 sand gradation		10. 00
E-23217	1-15-73	1 sand gradation		10. 00
				$ 30. 00

4-13

RECEIVED
COUNTY & CITY SECTION
MAR 20 1973
☐ ENGR. ☑ GEOR. ☐ LS ☐ LE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Linn

Salem, Oregon MAR 6 1973, 19___

FAS 126

STATE OF OREGON

To Oregon Bridge Engineering Co, % Linn County
3010 Industrial Way, Albany, OR- 97321, Dr.

Project Greens Bridge; FHS-S- 390(4) Highway Comm. Agreement No.____

Contractor____ Contract No. ____

Company's ~~Agreement~~ Job No. 4-13 Estimate No. 5

Period Covered Aug. 3, 1972, through Jan. 31, 1973

Item	Total Amount to Date	Previous Amount	Present Amount
Estimates #1 - #4	15,935.88	15,935.88	
Invoice 2001 dated 1/31/73	4,629.82		4,629.82

RECEIVED
COUNTY & CITY SECTION
MAR 8 1 1973
ENGR. COOR. CE AE UE
UPE CE RE RPE

Totals $20,565.70 $15,935.88 $4,629.82

Retained 0 %

Total Payments $20,565.70 $15,935.88 $4,629.82

Computed By D. W. Jones

Checked By

Previous Voucher No.

379863 previously pd to Linn Co.

Charge:

Charge: 522 - 1043 - 500 P (50) $4,629.82

Charge:

Credit:

Approved By: R D Snook
/Auditor

2001

SALEM, OREGON
February 23, 1973

Mr. V. E. Skoog
Controller

B U I L D I N G

Attn: Mr. Richard J. Hacek

Construction Engineering Costs
N. Santiam River (Greens) Bridge
FAS 126
Linn County
EHS-S-390(4)

Oregon Bridge Engineering Company's billing (Invoice #2001) in the amount of $4,629.82 is attached. This billing has been approved by both the county engineer and our supervisory engineer.

Would you please examine and make this payment to Oregon Bridge Engineering and inform the County and this office.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

ENGR. ASST. OE AE UE
UPE CE RE RPE

OREGON BRIDGE ENGINEERING COMPANY

Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

RECEIVED
COUNTY & CITY SECTION
FEB 23 1973
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

January 31, 1973

APPROVED
Resident Bridge Engineer

Approved [signature]
County Engineer

INVOICE

Mr. Richard Dalke, County Engineer
Linn County
3010 Industrial Way
Albany, Oregon 97321

RE: Field Engineering - Green's Bridge

For professional services:

Total from Previous Invoice		$16,635.88
160 Hours @ 7.80 =	1,248.00	
5 Hours @13.25 =	66.25	
11 Hours @ 7.80 =	85.80	
129 Hours @ 4.95 =	638.55	
26 Hours @11.40 =	296.40	
8 Hours @ 5.15 =	41.20	
8 Hours @ 5.40 =	43.20	
		2,419.40
Overhead @ 75.15		1,818.18
Travel: 2610 miles @.12 per mile		313.20
Subsistence		7.34
Telephone Expense		17.70
Transit & Level Rental		54.00
		$21,265.70
Less Previous Payment		11,166.43
Less Invoice #1052 & Invoice #1074		5,469.45
Total Amount Due		$ 4,629.82

Invoice #2001

Job #4-13

MONTHLY

GLEEN'S RIDGE — JANUARY 1973 — Fund 126

NAME	NO EXEMPS CLAIMED	REG. DEDUCTIONS	DAYS OR DATES	TOTAL HOURS EACH	TOTAL HOURS BOTH	RATE PER HR. REGULAR TIME	RATE PER HR. OVERTIME
T. E. BISHOP			1 10 2 10½ 3 11 4 11 5 11½ 6 7 8 6 9 5 10 7 11 9 12 14 13 14 15 8 16 10 17 9 18 9 19 5 20 21 22 10 23 8½ 24 25 26 8 27 28 29 2 30 8 31 5	160		7.80	124.00
T. E. BISHOP			2 4 17 2 18 3	11		7.80	85.80
O. D. CARTER			1 10 2 10½ 3 11 4 11½ 7 4 9 5 10 6 11 8 14 5½ 15 10 16 10 17 9 18 6 19 21 22 10 26 4 29 1½ 30 9	129		4.95	638.55
E. L. MC CORMACK			1 1 19 1 24 3	5		13.25	66.25
J. A. PALMATEER			4 5 15 2 17 3 18 5 19 5 24 1 29 1 30 1 31 4	26		11.40	296.40
T. H. QUINER			8 12 8	2		5.15	41.20
J. R. GILLIAM			8 11 8	8		5.40	43.20
O. S. JONES				347			2419.45
VEHICLE MILEAGE							
T. E. BISHOP			430 545 525 268 280		@.12		244.56
T. H. QUINER			113 108		@.12		26.52
J. F. PIERCE			12		@.12		1.44
J. R. GILLIAM			114		@.12		13.68
J. A. PALMATEER			255		@.12		27.00
							12.72
TELEPHONE EXPENSE							54.00
TRANSIT & LEVEL RENTAL							7.54
SUBSISTENCE							
					TOTALS →		

RECEIVED
COUNTY & CITY SECTION
FEB 23 1973
SUSPR. CHKR. CE AE UE
UPE CE RE RPE

Utility Line Form No. 50-188

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

7795 February 13, 1973

SUBJECT:

To: Mr. R. L. Schroeder
Asst. State Highway Engineer

B U I L D I N G

NOTED
A. E. JOHNSON

NOTED
F. B. FARRIS

Considerable confusion has arisen regarding the status of the County FAS funds. This confusion stems from the difference between the project monies approved by the Highway Commission and the monies programed with FHWA. The reason that there is such a wide divergence between the two totals is that this office seeks approval from the Highway Commission for project funds as soon as applications are received and as long as sufficient funds remain for additional projects. Projects are programed with FHWA approximately one month before bid opening so that those projects which are rather inactive lend the impression that larger amounts of federal monies are available than is actually the case.

Two counties are particularly guilty of tying up federal funds and I cite the following examples:

WASHINGTON COUNTY:

FAS 944 (S.W. 72nd Avenue), S.W. Hunziker Street-Lower Boones Ferry Road. Federal funds approved, $650,000. This project was approved by the Highway Commission on January 30, 1970 and it is very doubtful if it will ever be constructed; yet the County will not cancel out because they would then be obligated to repay the State engineering costs already expended.

FAS 631, Tualatin River (Golf Course Road) Bridge. Federal funds approved, $300,000. Project was approved by the Highway Commission November 24, 1971. The County applied on the Bridge Replacement Program, for construction of this bridge and their application has been approved. They are now debating which program to use. The point is that $950,000 of federal funds (on these two projects) are tied up, with little likelihood of use in the near future.

RECEIVED
STATE HWY ENGR
FEB 14 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

MARION COUNTY:

#1777 Boones Ferry Road-Pacific Highway East (Woodburn Bypass), cost $315,750. County authorized State to deduct the above amount of federal funds to apply on the project as of July 11, 1972.

#1795 FAS 126, North Santiam River (Greens) Bridge Section. Approved by the Highway Commission November 24, 1971 in the amount of $435,730. This project was programed by Linn County, but Marion County is obligated for one-half of this amount or, $217,865. In addition to this, when the grading section is let later on this summer, Marion County will be further obligated for the grading cost on the Marion County side of the river.

As of this date Marion County is in arrears to the amount of $639,985. Their yearly allocation is $170,000+.

For the past several months this office has been telling the counties that no additional project applications can be accepted until the Congress provides additional secondary monies.

In the past, there has been a policy not to allow a county to accumulate funds over a two-year period. This policy is unfair in that some of the smaller counties must hoard their funds for a number of years in order to finance a reasonable-sized project; for instance, Wheeler County has a yearly allocation of only $26,000+ of federal funds.

I have briefly discussed this problem with Mr. Klaboe and have received his permission to present this problem to the Association of Oregon Counties to determine if it could best be negotiated by counties and State together.

H. S. Cox
County and City Engineer

HSC:ljt

Copies to F.B. Klaboe
C.H. Young

Salem, Oregon Feb 9, 1973

FAS 126

STATE OF OREGON

To Oregon Bridge Engineering Co - c/o Linn County

3010 Industrial Way, Albany, Oregon 97321, Dr.

Project Green Bridge - FHS-S-390(4) Highway Comm. Agreement No.

Contractor Contract No.

Ry. Company's Agreement No. Estimate No. 4

Period Covered 8/3/72 - 12/31/72

Item	Total Amount to Date	Previous Amount	Present Amount
Invoice #993 dated 9/27/72	3,039.90	3,039.90	
" 1029 " 10/31/72	7426.53	7426.53	
" 1052 " 12/12/72	3 530.00	3 530.00	
" 1074 " 12/31/72	1,939.45		1939.45

RECEIVED
COUNTY & CITY SECTION
FEB 9 - 1973
ENGR. COOR. DE AE UE
UPE CE RE RPE

Totals	15,935.88	13,996.43	1,939.45
Retained 0 %			
Total Payments	$15935.88	$13996.43	$1,939.45

Computed By CH

Checked By

Previous Voucher No.

In addition to the Total pd Oregon Bridge Engineering Co. $3798.63 has been pd to Linn Co. - Linn Co had previously pd this amount to Oregon Bridge Engr Co

Charge:

Charge: 522-1043 900P $1939.45

Charge:

Credit:

Approved By:

R J Hoge
Auditor

Inv 1074
2/28/73

FAS 124
Linn Co

SALEM, OREGON
February 7, 1973

Mr. V. E. Skoog
Controller

B U I L D I N G

Attn: Mr. Richard Hacek

Construction Engineering Costs
N. Santiam River (Greens) Bridge
FAS 126
Linn County
EHS-S-390(4)

Oregon Bridge Engineering Company's billing (Invoice #1074) in the amount of $1,939.45 is attached. This billing has been approved by both the county engineer and our supervisory engineer.

Would you please examine and make this payment to Oregon Bridge Engineering and inform the County and this office.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

ENGR. COOR. OE AE UE
UPE CE RE RPE

Jas 126
Linn Co

OREGON BRIDGE ENGINEERING COMPANY

Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

RECEIVED
COUNTY & CITY SECTION
JAN 31 1973
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

December 31, 1972

INVOICE

Approved _____ County Engineer

APPROVED _____ Resident Bridge Engineer

Mr. Richard Dalke
County Engineer
Linn County
3010 Industrial Way
Albany, Oregon 97321

RE: Field Engineering - Green's Bridge

For professional services:

Total from Previous Invoice		$14,696.43
74 Hours @ 7.80 =	577.20	
18 Hours @ 4.95 =	89.10	
4 Hours @11.40 =	45.60	
6 Hours @ 5.15 =	30.90	
1 Hour @ 3.70 =	3.70	
29 Hours @ 5.40 =	156.60	
12 Hours @ 9.40 =	112.80	
	1,015.90	1,015.90
Overhead @ 75.15		763.45
Travel: 1173 miles @.12		140.76
Telephone Expnese		9.34
Northwest Testing Lab.		10.00
		$16,635.88
Less Previous Payments		11,166.43
Less Invoice #1052		3,530.00
Total Amount Due		$ 1,939.45

Invoice #1074

Job #4-13

MONTHLY

NAME

HOURS WORKED DAILY — DAYS OR DATES

NAME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TIME WORKED: TOTAL HOURS EACH	TIME WORKED: TOTAL HOURS BOTH	RATE PER: REGULAR TIME	RATE PER: OVER TIME
E. Eisner						1½	2½	2			2	2	3	2	1			7	10	9	4						4	4	9	10				74	7.80	577.20
A. McCormick							4				4																		10				18	4.75	85.50
[illegible] Fitts											1																						1	3.70	3.70
[illegible] Glickman											2½	2½																					6	5.15	30.90
S. H. [illegible]																		7	10	9	3												29	5.40	156.60
[illegible] Quiver																				4													4	11.40	45.60
[illegible] Leachy																											4	8					12	9.40	112.80
																																	144		1015.80
VEHICLE MILEAGE																																			
E. Bishof							105						105							495						420							C.12		126.60
H. Quiver																				118													C.12		14.16
[illegible] Expense																																			9.94
Harvest Testing																																			10.00

TOTALS →

RECEIVED
COUNTY & CITY SECTION
JAN 31 1973
ENGR. ☐ COOR. ☐ LE ☐ AE ☐ UE
UPE ☐ CE ☐ RE ☐ RPE ☐

Pac. Pipe Line Co

ESTABLISHED 1890

NORTHWEST TESTING LABORATORIES

Inspecting Engineers - - Chemists

4427 NUGGET WAY

EUGENE, OREGON 97403

INVOICE TO: Oregon Bridge Engr. Co.
P.O.Box 72
Springfield, Oregon 97477

DATE Dec. 30, 1972

REF. NO. 1685-E

D-U-N-S-04-829-0308

TERMS: NET. INTEREST OF 1½% CHARGED ON PAST DUE ACCOUNTS. 1½% PER MONTH IS ANNUAL PERCENTAGE RATE OF 18%.

PLEASE PAY FROM THIS INVOICE

4-13

Cert. No.	Date	Service				
E-23141	12-20-72	1 sand gradation (dry sieve)			$ 10.	00

RECEIVED
COUNTY & CITY SECTION
JAN 31 1973
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ DPE ☐ CE ☐ SE ☐ RPE ☐

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

January 31, 1973

Jan 126 Linn Co

RECEIVED
APR 5 1973
J. M. MARTIN
Resident Engineer

Approved R. Dalke
County Engineer

INVOICE

APPROVED
Resident Bridge Engineer

Mr. Richard Dalke, County Engineer
Linn County
3010 Industrial Way
Albany, Oregon 97321

RE: Field Engineering - Green's Bridge

For professional services:

Total from Previous Invoice		$16,635.88
160 Hours @ 7.80 =	1,248.00	
5 Hours @13.25 =	66.25	
11 Hours @ 7.80 =	85.80	
129 Hours @ 4.95 =	638.55	
26 Hours @11.40 =	296.40	
8 Hours @ 5.15 =	41.20	
8 Hours @ 5.40 =	43.20	
		2,419.40
Overhead @ 75.15		1,818.18
Travel: 2610 miles @.12 per mile		313.20
Subsistence		7.34
Telephone Expense		17.70
Transit & Level Rental		54.00
		$21,265.70
Less Previous Payment		11,166.43
Less Invoice #1052 & Invoice #1074		5,469.45
Total Amount Due		$ 4,629.82

check sent to Acc Br. 3-29-73

Invoice #2001

Job #4-13

RECEIVED
COUNTY & CITY SECTION
APR 24 1973
ENGR. COOR. LS AE UE
UPE CE RE RPE

original sent to Jack Martin 2-13-73

MONTHLY

GLEEN'S RIDGE — JANUARY 1973

Jan 126, Lines Co.

LINE NUMBER	NAME	DAYS OR DATES 2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TIME WORKED TOTAL HOURS EACH	TIME WORKED TOTAL HOURS BOTH	RATE REGULAR RANGE
1	J. E. Camp		12½	11	11			6	5	7	8	14			8	10	9	3	5			10	8½				8			2	8	5		160	7.8
2	R. D. Carter	2							4								2										3							11	7.8
3	S. L. McMorrian	10	10½	11	11½			4	3		6	8			5½	10	10	9	6			10					4			1½	9			129	4.95
4	W. H. Palmateer	1																	1					3										5	13.2
5	J. H. Quiner				4										2		3	5	5					1					1	1	4			26	11.2
6	G. R. Gilliam												8																					2	5.12
7	A. S. Jones								8																									8	5.12
8																																		347	
9	VEHICLE MILEAGE																																		
10	J. E. Bishop			430					545								525							268					280					@.12
11	J. H. Quiner			113													108																	@.12
12	L. F. Pierce			12																															@.12
13	G. R. Gilliam								114																										@.12
14	W. A. Palmateer																												225						@.12
15																																			
16	Telephone Expense																																		
17	Transit & Level Rental																																		
16	Surveillance																																		
19																																			
20																																			

TOTALS →

RECEIVED
COUNTY & CITY SECTION
APR 24 1973
☐ ENGR. ☐ C&OR. ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

AICO-UTILITY Line Form No. 30-185

Inv. 1052
E.390(4)

Fas 126
Linn Co

SALEM, OREGON
January 10, 1973

Mr. V. E. Skoog
Controller
B U I L D I N G

Attn: Mr. Paul Hatcher

Construction Engineer Costs
N. Santiam River (Greens) Bridge
FAS 126
Linn County
EHS-S-390(4)

Oregon Bridge Engineering Company's billing (Invoice #1052) in the amount of $3,530.00 is attached. This billing has been approved by both the county engineer and our supervisory engineer.

Would you please examine and make this payment to Oregon Bridge Engineering and inform the County and this office.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

ENGR. COOR. OE RE UE
UPE CE RE RPE

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
January 3, 1973

To: Mr. Walt Hart
Bridge Engineer

B U I L D I N G

SUBJECT: Construction Engineering Costs
N. Santiam River (Greens) Bridge
FAS 126
Linn County

Oregon Bridge Engineering Company's billing (Invoice #1052) in the amount of $3,530.00 is attached. This billing has been approved by both the county engineer and our supervisory engineer.

Would you please examine this billing and if acceptable, approve and return it to this office.

H.S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

Should not have been sent to Mr. Hart HR

RECEIVED
JAN 4 1973

Linn Co
FAS 126

OREGON BRIDGE ENGINEERING COMPANY

Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

RECEIVED
JAN 2 1973
J. M. MARTIN
Resident Engineer

December 12, 1972

INVOICE

Approved [signature]
County Engineer
12-20-72

Mr. Richard Dalke, County Engineer
Linn County
3010 Industrial Way
Albany, Oregon 97321

APPROVED [signature]
Resident Bridge Engineer

RE: Field Engineering - Green's Bridge

For professional services:

Total from Previous Invoice $11,166.43

28	Hours @ 7.80 =	218.40	
1	Hour @13.25 =	13.25	
3	Hours @ 7.80 =	23.40	
60	Hours @ 4.95 =	297.00	
36	Hours @11.40 =	410.40	
11	Hours @ 6.75 =	74.25	
75-1/2	Hours @ 7.10 =	536.05	
6	Hours @11.75 =	70.50	
8	Hours @ 9.40 =	75.20	
		1,718.45	1,718.45
Overhead @ 75.15			1,291.42
Travel: 3909 miles @ .12 per mile			469.08
Subsistence			2.00
Eugene Equipment Co.			8.80
Telephone Expense			11.95
Transit & Level Rental			15.00
Film			3.30
Northwest Testing Lab.			10.00
			$14,696.43
Less Previous Payments			3,739.90
Less Invoice #1029			7,426.53
Total Amount Due			$ 3,530.00

RECEIVED
COUNTY & CITY SECTION
JAN 3 1973
☑ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ ME ☐ RPE ☐

Invoice #1052

Job #4-13

EUGENE EQUIPMENT COMPANY, INC.

NEW & USED HEAVY EQUIPMENT
CONSTRUCTION, INDUSTRIAL & LOGGING SUPPLIES

960 WILSON, P. O. BOX 67 345-8458
EUGENE, OREGON 97402

No. 23964

Sold to OREGON BRIDGE ENGINEERING

Address P O BOX 72

City SPRINGFIELD, ORGON

Shipped to

Address

City

DATE OF ORDER	CUSTOMER'S ORDER NO.	HOW REC'D	SALESMAN	WRITTEN BY	FILLED BY	DATE OF INVOICE
10/26/72				Bev		

SHIPPED VIA	PREPAY	COLLECT	PREPAY & CHG.	WILL CALL	C. O. D.	DATE SHIPPED
call for						

✓	QUAN. ORD.	UNIT	DESCRIPTION	QUAN. SHIPPED	LIST	LIST TOTAL	NET OR DISC.	EXTENSION
				–				
	1	only	Lufkin OHW226 4-13	1				8 80
	4	only	Dixon crayon holders OBEC	4	165			6 60
								15 40

RECEIVED BY

TERMS:

Powder & Blasting Supplies — NET
Drill Steel, Bits & Accessories — NET
All Other Items — 1% 10th Prox.

THIS IS YOUR INVOICE

ESTABLISHED 1890

NORTHWEST TESTING LABORATORIES

Inspecting Engineers - - Chemists

4427 NUGGET WAY

EUGENE, OREGON 97403

INVOICE TO Oregon Bridge Engr. Co.
P.O. Box 72
Springfield, Oregon 97477

DATE Nov. 30, 1972

REF. NO. 1356-E

D-U-N-S-04-829-0308

TERMS: NET. INTEREST OF 1½% CHARGED ON PAST DUE ACCOUNTS. 1½% PER MONTH IS ANNUAL PERCENTAGE RATE OF 18%.

PLEASE PAY FROM THIS INVOICE

Cert. No.	Date	Service				
E-22941	11-1-72	1 sand gradation			$ 10.	00

4-13

TIME AND PATROLL RECORD

MONTHLY

GREEN'S BRIDGE — NOVEMBER - 1972

NAME	NO. EXEMPS CLAIMED	REG. TIME-O.T. OVERTIME-O.T.	DAYS OR DATES 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TIME WORKED TOTAL HOURS EACH	TIME WORKED TOTAL HOURS BOTH	RATE PER REGULAR TIME	RATE PER OVER-TIME
		REG.	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F				
		OT		12	5½	11½			7	7	9	1	½										4	1												38½	7.10	41.53
H. D. APPEL		OT				9½			1	1									3				4½	2						2	1	1	3		28	7.80	218.4
J. E. BISHOP		OT	1													1																			2	7.80	15.6
R. D. CARTER		OT																6	2	3															11½	4.95	225.2
S. L. McCORMACK		OT	11½		4			8	2	9																									1	12.25	12.25
W. R. PALMATEER		OT			1																														6	11.75	70.5
L. F. PIERCE		OT	6																																27	11.40	307.8
J. H. QUINER		OT	5		4			3		6	5								2				1						1						11	6.75	74.25
D. W. GALLAHER		OT						2	1		1	2			1	1		1											2						8	9.40	75.2
D. H. BEACHY		OT																8																	187		1415.2
		OT																																		

TIME AND PAYROLL RECORD

MONTHLY

GREEN'S BRIDGE — OCTOBER — 197-

NAME	NO. EXEMPS CLAIMED	REG. TIME-O.T. OVERTIME-O.T.	HOURS WORKED -- DAILY DAYS OR DATES 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 29 29 30 31	TIME WORKED TOTAL HOURS EACH	TIME WORKED TOTAL HOURS BOTH	RATE PER HR. PROJECT TIME	RATE PER HR. OVER-TIME	
		REG.	S M T			PAID	PAID	
		O.T.	9 8		17	7.10	120.70	
H. D. APPEL		REG.	1		1	7.80	7.80	
		O.T.						
R. D. CARTER		REG.	9 5½		14½	4.95	71.78	
		O.T.						
S. L. McCORNACK		REG.	3 6		9	11.40	102.60	
		O.T.						
J. C. QUINER		REG.			41½		362.88	
		O.T.						
		REG.						
		O.T.						
		REG.						
		O.T.						
VEHICLE MILEAGE		REG.	1920	1920 @ .12			230.40	
		O.T.						
H.D. APPEL		REG.	380	380 @ .12			45.60	
		O.T.						
L.F. PIERCE		REG.	230	230 @ .12			27.60	
		O.T.						
W.A. PALMATEER		REG.						
		O.T.						
		REG.			1		5.80	
		O.T.						
EUCLINE EQUIP. CO.		REG.					11.95	
		O.T.						
TELEPHONE EXPENSE		REG.					7.00	
		O.T.						
SUBSISTENCE -		REG.					15.00	
		O.T.						
TRANSIT & LEVEL RENTAL		REG.					3.30	
		O.T.						
FILM		REG.					10.00	
		O.T.						
NORTHWEST TESTING LAB.		REG.						
		O.T.						
		REG.						
		O.T.						
		REG.						
		O.T.						

Invoice of 10/30/72
for 126/Line
$ 390(3) & (4)

Salem, Oregon Dec. 1, 1972

STATE OF OREGON

To Linn County - Att. Richard Dalke

3010 Industrial Way, Albany, Oregon 97321, Dr.

Project Green Bridge - EHS-S-390(3) & (4) Highway Comm. Agreement No.

Contractor Contract No.

Ry. Company's Agreement No. Estimate No. 1

Period Covered 5/3/72 - 9/11/72

Item	Total Amount to Date	Previous Amount	Present Amount
Invoice Dated 10/30/72	$ 47,687.51	—	$ 47,687.51

RECEIVED
COUNTY & CITY SECTION
DEC - 4 1972
☑ ENGR. ☑ CoOR. ☑ CE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Totals $ 47,687.51 — $ 47,687.51

Retained 0 %

Total Payments $ 47,687.51 — $ 47,687.51

Computed By P.H.

Checked By

Previous Voucher No.

Charge: 522-1043-900P (50) $ 3,798.63

Charge: 522-1913-901P (50) $ 43,888.88

Charge:

Credit:

Approved By:

Paul Hatcher
Auditor

SALEM, OREGON
November 3, 1972

Mr. Vern Skoog
Controller

B U I L D I N G

Attn: Mr. Paul Hatcher

Engineering Expenditures
N. Santiam River (Greens) Bridge
FAS 126
Linn County

Accompanying this letter is a copy of a billing from Linn County for both preliminary and construction engineering for subject project. This billing is in the amount of $47,687.51 and covers all the costs for the preliminary engineering and only a portion of the construction engineering.

The Bridge Section has concurred and has approved the preliminary engineering charges. We have forwarded the original billing along with the invoices for the construction engineering to our project engineer for his concurrence.

When our project engineer returns the billing we will forward the original billing along with the construction engineering invoices to you.

Would you please pay Linn County the full $43,888.88 for the preliminary engineering. At the time of the final billing we will make the 20% adjustment for the County's share.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

ENGR. COOR. OE AE OE
UPE CE RE RPE

FAS 126 Linn Co

RICHARD DALKE, P.E.
County Engineer

OFFICE OF
LINN COUNTY ENGINEER
3010 INDUSTRIAL WAY
ALBANY, OREGON 97321

Phone 926-9451

GORDON B. WALLACE, P.E.
Assistant County Engineer
WILLIAM L. ZILLMAN
Administrative Assistant
DEL BURKHART
Road Superintendent

October 30, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. H. S. Cox
County & City Engineer

Re: Expenditures
N. Santiam River (Greens) Bridge
FAS 126

Gentlemen:

This letter is to advise you that we have approved and paid the following invoices pertaining to Green's Bridge, FAS 126:

Preliminary Engineering

5-3-72	Oreg. Bridge Eng. Co.	Inv. 874	$ 6,000.00
6-1-72	" " " "	" 897	6,000.00
6-15-72	Jensen Drilling	Equip. Rental	7,265.50
6-28-72	Oreg. Bridge Eng. Co.	Inv. 919	10,000.00
8-3-72	N.W. Testing Lab	" 8219	1,081.96
8-4-72	Oreg. Bridge Eng. Co.	" 938	2,000.00
9-11-72	Willamette Western	" 8-412/8636	11,541.42
		SUB TOTAL	$43,888.88

Construction Engineering

Invoice and cancelled warrant attached:

9-11-72	Oreg. Bridge Eng. Co.	Inv. 951	$ 700.00
"	" " " "	" 966	3,098.63
			$ 3,798.63

TOTAL $47,687.51

We now request reimbursement from the State for these expenditures.

Sincerely,

Richard Dalke

Richard Dalke
Linn County Engineer

RD:bms
Encl. (2)

To Paul Hatcher 11/1...

RECEIVED
COUNTY & CITY SECTION
NOV 1 - 1972

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

August 24, 1972

INVOICE

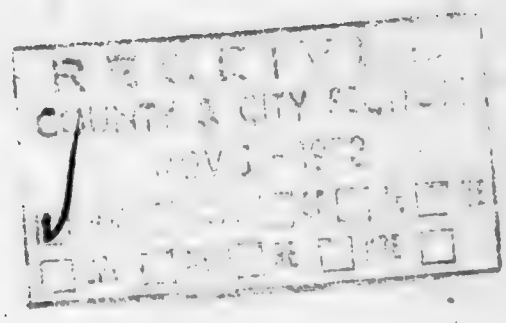
Mr. Richard Dalke, County Engineer
Linn County
3010 Industrial Way
Albany, Oregon 97321

RE: North Santiam River (Greens) Bridge Section
County Road FAS 126

For professional services:

21-1/2	hours x	$11.05 =	$237.58	
27	hours x	6.90 =	186.30	
3	hours x	10.50 =	31.50	
12	hours x	12.05 =	144.60	
61	hours x	11.40 =	695.40	
23	hours x	7.80 =	179.40	
10	hours x	13.25 =	132.50	
2	hours x	11.75 =	23.50	$1,630.78
Plus Overhead @ 75.15%				1,225.53
Travel: 1,617 miles @ 12¢ per mile				194.04
Telephone Expense				32.13
Film				4.55
Miscellaneous				11.60
TOTAL AMOUNT DUE				$3,098.63

Invoice No. 966



OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

August 22, 1972

INVOICE

Mr. Richard Dalke, County Engineer
Linn County
3010 Industrial Way
Albany, Oregon 97321

For professional services:

Partial Billing for Field Engineering for
Greens Bridge $700.00

RECEIVED
COUNTY & CITY SECTION
NOV 1 - 1972

Invoice No. 951

FOR DEPOSIT ONLY:
OREGON BRIDGE ENGINEERING CO.

PAY ANY BANK
OCT 16 '96
95-395
CITIZENS
SUCCESSOR TO
Albany, Oregon

OCT 16 '96

24-1
PAY ANY BANK REG.
FRB PORTLAND
24-1

1 1

EUGENE MAIN BRANCH

LINN COUNTY OREGON

ALBANY, OREGON 97321

14340

96-395
1232

The Treasurer Of
Linn County
Will Pay

Date	Warrant Number	Amount
OCT 12 '96	14,340.	$3,798.63**

OREGON BRIDGE ENGINEERING CO
PO BOX 72
SPRINGFIELD ORE 97477

PLEASE CASH WITHIN
30 DAYS

Dick Addy
COUNTY CLERK

⑆1232⑈0395⑆ 33 70928 8⑈ ⑈0000379863⑈

Fac-1039
390(4)

Fas 126, Linn 6

Salem, Oregon Dec. 1, 1972

STATE OF OREGON

To Oregon Bridge Engineering Co. c/o Linn County
3010 Industrial Way Albany, Ore. 97321 Attn. Richard Dalke Dr.

Project Green Bridge #EHS-5-390(4) Highway Comm. Agreement No.

Contractor Contract No.

Ry. Company's Agreement No. Estimate No. 2

Period Covered August 3, 1972 - Oct 27, 1972

Item	Total Amount to Date	Previous Amount	Present Amount
Invoice #993 - dated 9/27/72	$ 3,039.90	$ 3,039.90	$
" #1029 - " 10/31/72	7,426.53		7,426.53

RECEIVED
COUNTY & CITY SECTION
DEC - 4 1972
ENGR. CmdR. AE UE
UPE CE RE RPE

Totals	$ 10,466.43	$ 3,039.90	$ 7,426.53
Retained 0 %			
Total Payments	$ 10,466.43	$ 3,039.90	$ 7,426.53

Computed By P.H.

Checked By

Previous Voucher No.

Charge: (50)

Charge: 522-1043-960 P $ 7,426.53

Charge:

Credit:

In addition to the total paid Oregon Bridge Engineering Co.: $3,798.63 has been paid to Linn County. Linn County had previously paid this amount to Oregon Bridge Engr. Co.

Approved By:

Paul Hatcher
Auditor

Inv 1029

SALEM, OREGON
November 16, 1972

Mr. Vern Skoog
Controller

B U I L D I N G

Attn: Mr. Paul Hatcher

Construction Engineering Expenditures
Greens Bridge, FAS 126
Linn County

The attached billing from Linn County is for construction engineering on Greens Bridge. The billing is in the amount of $7,426.53 and covers the charges from Oregon Bridge Engineering Company on invoice #1029.

Would you please make this payment to Oregon Bridge Engineering and inform the County and this office.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

ENGR. COOR. OE AE UE
UPE CE RE RPE

for 126

STATEMENT

LINN COUNTY ENGINEER
3010 Industrial Way
ALBANY, OREGON 97321

DATE: November 14, 1972
NUMBER:

Oregon State Highway Dept.
Salem, Oregon 97310
Att: Mr. Cox
County & City

RECEIVED
COUNTY & CITY SECTION
NOV 15 1972
☑ ENGR. ☑ CoJR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

TERMS:

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE

$ _____

DATE	CHARGES AND CREDITS	BALANCE
	BALANCE FORWARD	
	Re: Green's Bridge	
	Engineering Services per Oregon Bridge Engineering Co.	
	Invoice #1029 ----------	$7426 53

LINN COUNTY ENGINEER

Thank You

PAY LAST AMOUNT IN THIS COLUMN

Bridge 126
Linn Co

OREGON BRIDGE ENGINEERING COMPANY

Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

October 31, 1972

APPROVED
Resident Bridge Engineer

RECEIVED
COUNTY & CITY SECTION
NOV 13 1972
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

INVOICE

Approved
County Engineer
11-8-72

Mr. Richard Dalke
Linn County
3010 Industrial Way
Albany, Oregon 97321

RE: Field Engineering - Green's Bridge

For professional services:

Total from previous Invoice				$3,739.90
25	Hours	@13.25	= 331.25	
6	Hours	@ 7.80	= 46.80	
85	Hours	@ 4.95	= 420.75	
123-1/2	Hours	@11.40	= 1407.90	
2	Hours	@11.00	= 22.00	
17	Hours	@ 6.75	= 114.75	
169	Hours	@ 7.10	= 1199.90	
1	Hour	@ 5.05	= 5.05	
4	Hours	@ 3.70	= 14.80	
36	Hours	@11.75	= 423.00	
			$3,986.20	3,986.20
Plus Overhead at 75.15%				2,995.63
Travel: 3,347 miles @.12 per mile				401.64
Subsistence				3.25
Subsistence				2.45
Telephone expense				7.36
Transit & Level Rental				30.00
Total				$11,166.43
Less Invoice 951 & 993				3,739.90
Amount Due This Invoice				7,426.53

Invoice #1029

Job No.4-13

fac 126, Fund C

TIME AND PAYROLL RECORD
MONTHLY

GREEN'S BRIDGE — OCTOBER - 1972

NAME	NO. EXEMPS CLAIMED	REG. TIME-S.T. OVERTIME-O.T.	HOURS WORKED - DAILY — DAYS OR DATES 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	TIME WORKED: TOTAL HOURS EACH	TIME WORKED: TOTAL HOURS BOTH	RATE PER HOUR: REGULAR TIME	RATE PER HOUR: OVER-TIME
A. PALMATEER		RT	2 1 4 4 1 4 7		23	13.25	304.75
		OT					
L. MC CORMACK		RT	5 5½ 6½ 11½ 9 8 8 10 8		82½	4.95	408.37
		OT					
H. QUINER		RT	5 6 11 8 6 8 8 8 8 6 1 7 8 7½ 8		119½	11.40	1362.30
		OT					
W. CAWAHER		RT	1 1 1 3 2 1 2 1 1 2 1 1		17	6.75	114.75
		OT					
D. ARBEL		RT	7 7 7½ 10 10 11 12 13 8 11½ 9 7 8 9½ 10 10 10½		160	7.10	1136.00
		OT					
E. BOTKO		RT	2 1 1		4	3.70	14.80
		OT					
E. PIERCE		RT	8 7 4 6 6 3 2		36	11.75	423.00
		OT					
D. CARTER		RT	1½ ½ 4		6	7.80	46.80
		OT					
		RT			448		3810.77
		OT					
VEHICLE MILEAGE		RT					
		OT					
E. H. QUINER		RT	328 348 437 429	.6	12		180.24
		OT					
		RT					
		OT					
		RT					
		OT					
		RT					
		OT					
SUBSISTENCE		RT					3.25
		OT					
TELEPHONE EXPENSE		RT					7.36
		OT					
TRANSIT & LEVEL RENTAL		RT					30.00
		OT					
		RT					
		OT					
		RT					
		OT					
		RT					
		OT					
TOTALS →							

RECEIVED
COUNTY & CITY SECTION
NOV 13
ENGR. COOP UE UC
UPE ICE RW RIVE

TIME AND PAYROLL RECORD

MONTHLY

fas 126, Linn Co

GREEN'S BRIDGE — SEPTEMBER — 1972

NAME	NO. EXEMP. CLAIMED	REG. TIME-O.T. OVERTIME-O.T.	HOURS WORKED – DAILY (DAYS OR DATES 1–31)	TIME WORKED: TOTAL HOURS EACH	TIME WORKED: TOTAL HOURS BOTH	RATE PER: RATE (REGULAR TIME)	RATE PER: AMT (OVERTIME)
			S M T W T F S				
A. PALMATEER		RT OT	25: 2	2		13.25	26.50
L. McCORMACK		RT OT	25: 2½	2½		4.95	12.38
H. QUINER		RT OT	27: 4	4		11.40	45.60
D. [illegible]PPEL		RT OT	25: 2½ ; 29: 5	7½		7.10	63.90
W. CALLAHER		RT OT	25: 1 ; 29: 1	2		11.00	22.00
D. FRANKLIN		RT OT	27: 1	1		5.05	5.05
		RT OT		20½			175.43
		RT OT					
VEHICLE MILEAGE		RT OT					
H. PALMATEER		RT OT		450	@ .12		54.00
H. QUINER		RT OT		11½	@ .12		12.92
D. [illegible]PPEL		RT OT		1279	@ .12		153.48
ASSISTENCE		RT OT					2.45
		RT OT					
		RT OT					
		RT OT				

7795 N. Santiam R. (Green's) Br. 1972
Sec. of FAS 126, east of
Jefferson. (Structure) #1

CIA 4521 - 8/4/72

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: November 30, 1972

In reply refer to: 10-35-FA

7775

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-390(3)
North Santiam River (Greens) Bridge
Supplement to Consultant Agreement

The supplemental agreement to the consultant agreement between Linn County and the Oregon Bridge Engineering Co. is hereby formally approved as submitted with Mr. Johnson's November 15 letter. The additional costs involved are eligible for Federal participation.

RECEIVED
STATE HWY ENGR
DEC 1 '72
REFER TO
FOR
Info | ives | SD | IR | ict | File

12-1-72 Johnson

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

FILM FILING

1795

November 15, 1972

To Glen L. Green, Division Engineer
Federal Highway Administration

From A. E. Johnson
Assistant State Highway Engineer

Subject Supplemental Consultant Agreement
N. Santiam River (Greens) Bridge
FAS 129, Linn County
Project S-390(4)

Attached for your approval are three executed copies of the subject agreement. This agreement provides for increased costs in engineering services performed by Oregon Bridge Engineering Company during the preliminary engineering and construction engineering phases of the project. The circumstances surrounding the increase in engineering costs have been reviewed and the terms of the supplemental agreement have been found to be in order.

The original agreement was drafted and submitted to the Highway Division for review and comment. This draft contained a lump sum payment of $24,000 for preliminary engineering costs and, in addition, provided that the State would perform the foundation drilling and testing. As a result of our comments, the agreement was redrafted, making the foundation drilling and testing part of the Consultant's responsibility. However, the costs covering this additional consultant work amounting to $11,510.78 were inadvertently omitted from the final agreement. It further developed during the design stage that a pile load test was desirable and permission was granted to the Consultant to perform such a test at a cost of $15,722.01.

After reviewing the results of the foundation investigations, the structure was redesigned from a simple four-span Bulb Tee to a three-span unsymetrical post-tensioned box girder structure. Since the final design is much more complicated and will require a longer time to construct, it has been determined that construction engineering costs will increase considerably.

(more)

Therefore, an increase of $25,000 is being requested for construction engineering to provide adequate engineering and inspection by the Consultant during the construction phase.

This entire matter was thoroughly discussed on September 8, 1972, at a conference held in your offices and attended by representatives from your staff, Highway Division, Linn County, and Oregon Bridge Engineering Company. At that time, it was determined that the additional costs for engineering services as stipulated in the supplemental agreement were reasonable and in the best interests of the project.

Att.

cc Tom Edwards
F. B. Klaboe
W. J. Hart
H. S. Cox
J. B. Boyd

RHP:ljt ms

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

October 12, 1972

To: Mr. R. L. Schroeder
Assistant State Highway Engineer

B U I L D I N G

SUBJECT: N. Santiam River (Greens) Bridge
FAS 126
Linn County
Supplemental Consultant Agreement
Contract No. 7795

Attached is the original and three copies of the subject Supplemental Agreement. The agreement should be approved and three executed copies sent to the Federal Highway Administration for approval.

There is also attached a draft letter of transmittal.

This supplemental agreement has been prepared as a result of a conference of representatives from FHWA, Oregon Bridge Engineering Company, Linn County, Bridge Section, and the County and City Section. It has been reviewed by all parties concerned and found to be in order.

for H. S. Cox
County and City Engineer

RHP:ljt

Att.

NOTED
R. L. SCHROEDER

RECEIVED
OCT 13 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Pas 126
Linn Co

S U P P L E M E N T A L

A G R E E M E N T

THIS SUPPLEMENTAL AGREEMENT, made and entered into by and between LINN COUNTY, by and through its County Board of Commissioners, hereinafter called "County," and the firm of Oregon Bridge Engineering Company, Consulting Engineers, an Oregon corporation, acting by and through its company officers, hereinafter called "Consultants"; and dated September 15, 1972.

WITNESSETH:

RECITALS:

WHEREAS, Linn County and Oregon Bridge Engineering Company entered into a Consultant Agreement dated February 1, 1972 pertaining to the performance of engineering services for the North Santiam River (Greens) Bridge; and

WHEREAS, said agreement was approved by the Oregon State Highway Division and the Federal Highway Administration; and

WHEREAS, it has been determined by Linn County and Oregon Bridge Engineering Company and the approving agencies that the aforesaid agreement, although remaining in full force and effect, should be supplemented by this agreement in the manner hereinafter set forth in order to more clearly define additional engineering responsibilities and costs; and

WHEREAS, there is attached hereto marked Exhibit "C" Supplement and Exhibit "D" Supplement, two sheets of paper setting forth the changes and additions in engineering services and costs.

NOW, THEREFORE, the premises being generally as stated in the foregoing RECITALS and in consideration of the mutual obligations contained herein, it is mutually agreed by the parties hereto as follows:

THINGS TO BE DONE BY CONSULTANT:

1. Consultant, as part of preliminary engineering, will be responsible for all foundation investigations and pile load testing necessary to properly design the project.

RECEIVED
COUNTY & CITY SECTION
SEP 27 1972
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ PPE ☐

THINGS TO BE DONE BY COUNTY:

1. In addition to the lump sum payment of $24,000 for preliminary and design engineering services the County shall pay to the consultant the sum of $11,510.78 for foundation drilling and investigations and the sum of $15,722.01 for pile load tests.

2. In addition to the $30,000 payment for construction engineering services, the County shall pay to the consultant an additional amount not to exceed $25,000, it being expressly understood that the total amount for construction engineering for the project shall not exceed $55,000, based on the consultant's actual costs plus a fixed fee.

GENERAL PROVISIONS:

1. The parties hereto mutually agree and understand that, except as herein expressly modified, the agreement dated February 1, 1972 shall remain in full force and effect and apply to this supplemental agreement wherever applicable.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinabove written.

OREGON BRIDGE ENGINEERING COMPANY
Consultant Engineers

By W. A. Palmateer
General Manager

ATTEST: Del F. Riley
County Clerk

LINN COUNTY, by and through its Board of Commissioners

By Floyd E. Tyrrell
Chairman

By Emmett L. Pickard
Commissioner

By Burl Ingram
Commissioner

APPROVED:

By J. O. Klabo
Oregon State Highway Division

Date 11/14/72

APPROVED:

By _____
Federal Highway Administration

Date _____

EXHIBIT "C" SUPPLEMENT

PRELIMINARY ENGINEERING COSTS

Principal Design Engineer	304 hrs. @ $10.50± =	$3,190	
Project Engineer	840 hrs. @ 7.10± =	5,960	
Drafting, etc.	352 hrs. @ 4.45± =	1,570	
			$10,720.
Overhead Allowance @ 75.15%			8,060
Travel and subsistence	$800.		
Communications	150.		
Reproduction, supplies	300.		
Computer service	400.		1,650.
			$20,430.
	Profit - 15%±		3,570.
			$24,000.

FOUNDATION INVESTIGATION

Foundation Drilling	$7,265.50	
Geologist - inspector	4,245.28	
		$11,510.78

PILE LOAD TEST

Northwest Testing Lab	$ 1,081.96	
Willamette Western	11,541.42	
Supervision	3,098.63	
		$15,722.01

TOTAL PRELIMINARY ENGINEERING $51,232.79

EXHIBIT "D" SUPPLEMENT

SUMMARY OF FIELD CONSTRUCTION ENGINEERING

1972	Project Engineer (Appel)	Est.	13 wks.	@	$56/day	$3,640.
	Asst. Engineer	"	13 "	@	41/day	2,665
	General Supervision	"	3 "	@	88/day	1,320.
	Survey Party	"	3 days	@	20/hr.	480.
1973	Project Engineer (Bishop)	Est.	33 wks.	@	$65/day	$10,725.
	Asst. Engineer		22 "	@	42/day	4,620.
	Design Engr., (Post-Tens)		1 wk.	@	97.50/day	485.
	General Supervision		3 wks.	@	94/day	1,425.
					TOTAL	$25,360.
	Plus Overhead at 75.15					19,060±
						$44,420.
	Fixed Fee					4,500.
	(Not to exceed $54,000)					$48,920.
	Misc. Job Supplies				Est.	$ 300.
	Job expenses - 46 weeks @40.				"	1,840.
	Vehicle expenses - 53 weeks @ 110 mi/day @ 12¢ per mile				"	3,500.
						$5,640.
	TOTAL ESTIMATED COST = $48,920 + 5,640 =					$54,560.

S

RECEIVED
NOV 7 - 1972
FOR FILING

7795

November 7, 1972

Board of County Commissioners
Linn County
Courthouse
Albany, Oregon 97321

Attention: Del Riley
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 23591

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the survey and plans for the Greens Bridge Section over the North Santiam River on FAS 126.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

Fig 126
Linn Co

Salem, Oregon Nov. 3, 1972

STATE OF OREGON

To Oregon Bridge Engineering Co. c/o Linn County
3010 Industrial Way Albany, Oregon 97321, Dr.
Att. Richard Duke

Project Greens Bridge # EHS-5-390(4) Highway Comm. Agreement No.

Contractor Contract No.

Ry. Company's Agreement No. Estimate No. 1

Period Covered August 3, 1972 - Sept. 22, 1972

Item	Total Amount to Date	Previous Amount	Present Amount
Invoice # 993 - dated 9/27/72	$ 3,039.90		$ 3,039.90

Totals	$ 3,039.90	$ 3,039.90
Retained 0 %		
Total Payments	$ 3,039.90	$ 3,039.90

Computed By

Checked By

Previous Voucher No.

RECEIVED
COUNTY & CITY SECTION
NOV 3 - 1972
ENGR. COOR. CE AE UE
DPE CE RE RPE

Charge:

Charge: 522-1043-900P (50) $ 3,039.90

Charge:

Credit:

Approved By:

Paul Hatch
Auditor

fnw-993
390(4)

SALEM,OREGON
October 18, 1972

Mr. Vern Skoog
Controller
B U I L D I N G

Attn: Mr. Paul Hatcher

Consultant Construction Engineering Costs
N. Santiam River (Greens) Bridge Sect.
FAS 126 Project #EHS-S-390(4)
Linn County
Prefix 522-1043-297

The attached Linn County Invoice #951 (993) has been approved by both the County Engineer and the State Highway Division supervising engineer. This is the first cost statement for the construction engineering for this project submitted by Oregon Bridge Engineering Company. The amount of this billing is $3,039.90.

Would you please pay this billing and inform the County you have done so.

H. S. Cox
County and City Engineer

By

Harold Raynoldson
Rural Program Engineer

HR:ljt

Att.

October 10, 1972

Mr. Jack Martin
140 North Hill Street
Albany, Oregon 97321

Re: Consulting Engineering Charges
Construction Engineering
N. Santiam River (Greens) Bridge
FAS 126
Linn County

Dear Mr. Martin:

The first billing from Oregon Bridge Engineering Company for progressive construction engineering for this project is attached. This billing has been approved by the county engineer.

Now, since you are the State Highway project engineer for this project, you also must approve this billing before we can pay it. So would you please examine these charges and if you determine that they are correct, note your approval thereon and return to this office. For any necessary added information would you please contact Mr. Richard Dalke, Linn County Engineer.

Also enclosed for your use and reference is a copy of a memo outlining the steps that must be taken for these billings.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt
Encl.

ENGR. COOR. OE TE UE
UPE CE RE PPE

for 126
Linn Co.

OREGON BRIDGE ENGINEERING COMPANY

Consulting Engineers

P. O. Box 72

Springfield, Oregon 97477

RECEIVED
COUNTY & CITY SECTION
OCT 9 - 1972
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

September 27, 1972

INVOICE

Approved [signature]
County Engineer

Mr. Richard Dalke
Linn County
3010 Industrial Way
Albany, Oregon 97321

RE: Field Engineering - Greens Bridge

For professional services:

3	hours @ 6.90 =	20.70		
20-1/2	hours @13.25 -	271.63		
4	hours @ 7.80 =	31.20		
34	hours @ 4.95 =	168.30		
43	hours @11.40 =	490.20		
28	hours @ 5.15 =	144.20		
37	hours @11.00 =	407.00		
62	hours @ 7.10 =	440.20		
4	hours @ 5.40 =	21.60	$1,995.03	
Plus Overhead @ 75.15			1,499.27	
Travel: 1436 miles @ .12 per mile			172.32	
Telephone			25.34	
Film			2.45	
Stakes			17.34	
Transit & Level Rental			18.00	
Miscellaneous			10.15	
			$3,739.90	
Less Invoice #951			700.00	
TOTAL AMOUNT DUE			$3,039.90	

Invoice No. 993

MEMO TO THE FILES
September 29, 1972

Re: Progressive Payments for Consultant Engineering
FAS-C Projects

I. Billings or invoices must show:

1. Name of consulting firm
2. Project name
3. Dates covered
4. Percentage of work completed
5. Detailed statement of services performed
   (such as; man hours, travel, etc.)
6. If payments for preliminary and construction engineering are both to be collected on a project, the billings of each must be on separate invoices.
7. Final billing must be so noted

II. County pays consultant, then is reimbursed by State Highway Division.

1. County to note approval on billing and forward to State Highway project engineer, also including detailed estimate.
2. State Highway project engineer then checks and approves billings and forwards same to this office.
3. The County will then be reimbursed.

III. State Highway Division to pay Consultant (must have assignment completed).

1. County must approve the consultants billing, then make a comparable billing of their own to State Highway Division. County then submits billing along with consultant billing to State Highway Division project engineer.
2. State Highway project engineer then checks and approves the billings and forwards to this office.
3. The consultant is then paid and the county is notified.

NOTE: If engineering charges are to be paid on a lump sum basis, they must first be approved by county, then by the State Highway Division project engineer, just as the progressive payments above.

Jx 993

Jas 126
Linn Co

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

RECEIVED
COUNTY & CITY SECTION
OCT 9 - 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

September 27, 1972

INVOICE

Approved R Dalke
County Engineer
APPROVED
Resident Bridge Engineer

Mr. Richard Dalke
Linn County
3010 Industrial Way
Albany, Oregon 97321

RE: Field Engineering - Greens Bridge

For professional services:

3	hours @ 6.90 =	20.70		
20-1/2	hours @13.25 -	271.63	APPROVED	
4	hours @ 7.80 =	31.20		
34	hours @ 4.95 =	168.30	Resident Bridge Engineer	
43	hours @11.40 =	490.20		
28	hours @ 5.15 =	144.20		
37	hours @11.00 =	407.00		
62	hours @ 7.10 =	440.20		
4	hours @ 5.40 =	21.60		$1,995.03
Plus Overhead @ 75.15				1,499.27
Travel: 1436 miles @ .12 per mile				172.32
Telephone				25.34
Film				2.45
Stakes				17.34
Transit & Level Rental				18.00
Miscellaneous				10.15
				$3,739.90
Less Invoice #951				700.00
TOTAL AMOUNT DUE				$3,039.90

will be included in a later Billing (Const Eng'r)

Invoice No. 993

RECEIVED
COUNTY & CITY SECTION
OCT 13 1972

TIME AND PAYROLL RECORD
MONTHLY

Greene Bridge — August - 1972

NAME	NO. EXEMPS CLAIMED	REG. TIME OR OVERTIME O.T.	DAYS OR DATES 1	2	3	4	5	S 6	M 7	T 8	W 9	Th 10	F 11	S 12	S 13	M 14	T 15	W 16	Th 17	F 18	S 19	S 20	M 21	T 22	W 23	Th 24	F 25	S 26	S 27	M 28	T 29	W 30	Th 31	TIME WORKED: TOTAL HOURS EACH	TOTAL HOURS BOTH	RATE PER: RATE REGULAR TIME	TOTAL OVER-TIME
J. E. Bishop		RT			3																														3	6.90	20.70
		OT								1	1						1		3	1	6½									1			2		16½	13.25	218.62
W. A. Palmateer		RT																																	4	7.80	31.20
		OT										1														1	2										
R. W. Carter		RT															8	8											8						24	4.95	118.80
		OT																																			
L. L. McCormack		RT															4	4		8			2		6										24	11.40	273.60
		OT																																			
J. E. Greene		RT															8	9					3						8						28	5.15	144.20
		OT																																			
G. R. Gilliam		RT																3	3	3			1	4	1		1		2	1	1				20	11.00	220.00
		OT																																			
D. W. Hallaker		RT																												4					4	7.10	28.40
		OT																																			
H. D. Appel		RT																												4					4	5.40	21.60
		OT																																			
R. S. Jones		RT																																	23½		10.77½
		OT																																			
Vehicle Mileage																																					
J. E. Bishop																																			C 12		27.36
J. E. Greene																																			C 12		31.20
G. R. Gilliam																																			C 12		26.16
Stakes																																					17.34
Files																																					2.45
Transit & Level Rental																																					6.00
Telephone Expense																																					35.34
Misc. Expense																																					10.15
																																			TOTALS →		

228

166 147

223

RECEIVED
COUNTY & CITY $ 10.1
OCT 17 1972
ENGR. GEOL. CE LE VC
UPE CE RE RPE

APPROVED
Resident Bridge Engineer

TIME AND PAYROLL RECORD

MONTHLY

Greene Bridge — September — 1972

NAME	NO. EXEMPS CLAIMED	REG. TIME & O.T. OVERTIME O.T.	DAYS OR DATES 1 2	3 4 5 6 7 8 9	10 11 12 13 14 15 16	17 18 19 20 21 22 23	24 25 26 27 28 29 30 31	TIME WORKED: TOTAL HOURS EACH	TIME WORKED: TOTAL HOURS BOTH	RATE PER: RATE REGULAR SHIFT	RATE PER: TOTAL OVERTIME
W. A. Palmateer		REG.			4				4	13.25	53.00
		O.T.									
S. L. McCormack		REG.	7			3			10	4.95	49.50
		O.T.									
J. H. Gaines		REG.		8 2	3 5 1				19	11.40	216.60
		O.T.									
D. W. Gallaher		REG.	1	1 1 1	1 3 1 2	1 2 1 1 1			17	11.00	187.00
		O.T.									
H. D. Appel		REG.	7	5½ 5	8 2½ 8 8	4 2 5 3			58	7.10	411.80
		O.T.									
		REG.							108		917.20
		O.T.									
Vehicle Mileage											
H. R. Gilliam		REG.	166					.12			19.92
		O.T.									
C. S. Jones		REG.	107					.12			12.84
		O.T.									
J. H. Gaines		REG.		402				.12			48.24
		O.T.									
Transit & Level Rental									1		12.00

RECEIVED
COUNTY & CITY SECTION
OCT 12 1972
☐ENGR ☐PUR ☐E&C ☐ME ☐DE ☐DE ☐PE ☐CE

APPROVED
Resident Bridge Engineer

TOTALS →

Linn Co

For valuable consideration, Linn County hereby assigns to Oregon Bridge Engineering Company any payments due the County from the Oregon State Highway Division in connection with the engineering costs incurred by Oregon Bridge Engineering Company during the construction of the N. Santiam River (Greens) Bridge Section on FAS 126 in Linn County.

Dated this 4th day of Oct, 19 72

LINN COUNTY, by and through its Board of Commissioners

By Floyd C. Maclean
Chairman

By Eugene A. Nicholson
Commissioner

By _____
Commissioner

RECEIVED
COUNTY & CITY SECTION
OCT 17 1972
☐ ENGR. ☑ COOR. ☐ QE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

RECEIVED
COUNTY & CITY SECTION
OCT 9 - 1972
☐ ENGR. ☑ COOR. ☐ QE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

9/29/72

EXHIBIT
Page

METHOD OF ARRIVING AT CHARGEABLE RATES

	General Manager	Supv. Dsn. Engr.	Proj. Engr.	Proj. Engr.	Jr. Dsn. Engr.
HOURLY SALARY: (Based on monthly salary divided by 173 working hours per month)	9.97	8.67	7.11	5.84	5.43
PAYROLL TAXES - 8.0%	.80	.69	.57	.47	.43
METRO-TRANSIT TAX	.02	.02	.02	.02	.02
VACATIONS, HOLIDAYS, SICK LEAVE - 6.0%	.60	.52	.43	.35	.33
PENSION PLAN - 4%	.40	.35	.28	.23	.22
HOSPITALIZATION INSURANCE	.27	.23	.19	.20	.16
Actual Chargeable Rates	12.06	10.48	8.60	7.11	6.59
Rates Used	12.05	10.50	8.60	7.10	6.60

fas 126
Linn Co

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 31, 1972

TO Mr. Harold Reynoldson
Rural Program Engineer

FROM R. W. Ellison K.W. Ellison
Bridge Administration Engineer

SUBJECT Preliminary Engineering and
Consultant Engineering Fees
N. Santiam River (Greens) Bridge
FAS 126
Linn County
Contract 7795

We have checked the attached billing submitted by Linn County. With the exception of $673.00 on Invoice #875, we find the remainder of the billing to be in conformance with the Supplemental Agreement between Linn County and Oregon Bridge Engineering Co. for this work.

Items approved are as follows:

Preliminary Engineering	$24,000.00
Foundation Drilling (Jensen Drilling Co.)	7,265.50
Test Pile Driving (Willamette-Western)	11,541.42
Pile Load Test (Northwest Testing)	1,081.96
	43,888.88

Mr. H. A. Schell has informed us that the Federal Highway Administration will not participate in any charges prior to April 18, 1972. The $673.00 charge on Invoice #875 for aerial photography and topography is, therefore, not approved by this office.

JD:dh
Enclosure

RECEIVED
COUNTY & CITY SECTION
NOV 1 - 1972
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☑ RE ☑ RPE ☐

Linn Co.
FAS 126

SALEM, OREGON
October 26, 1972

Mr. W. J. Hart
Bridge Engineer
B U I L D I N G

Attn: Mr. R. W. Ellison

Preliminary Engineering and
Consultant Engineering Fees
N. Santiam River (Greens) Bridge
FAS 126
Linn County

Accompanying this letter is one copy of the invoices and canceled checks for the consultant fees in the amount of $24,000 for the preliminary engineering for this project.

Also attached is one copy of each of the invoices and canceled checks for the test drilling and test piling in the amount of $19,888.88.

The $673.00 on invoice #875 we feel is not eligible because the expense occurred prior to approval of the preliminary engineering by the FHWA on April 18, 1972.

Would you please check these billings and if correct, approve them so we can reimburse Linn County for these expenses.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

ENGR. SUPR. CE AE UE
DPE CE RE PRE

No. 374

Part I - Clerk
Part II - Rd. Dept.
Part III - Clerk

ROAD FUND

Request for Payment to:

Oregon Bridge Engineering Co.
P. O. Box 72
Springfield, Oregon 97477

To: Linn County Clerk:

Please pay the invoices or statement amounts shown below and charge the proper appropriation account listed.

Date	Invoice Number	Amount	Appropriation
August 4, 1972	938	$2,000.00	2-4740-9802

Check sent
8-21-72

Authorization

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

July 25, 1972

INVOICE

Mr. Richard Dalke, County Engineer
County of Linn
3010 Industrial Way
Albany, Oregon 97321

RE: Design of Greens Bridge

For professional services:

Partial Billing for Design of
Greens Bridge $2,000.00

Invoice No. 938

LINN COUNTY OREGON
ALBANY, OREGON 97321

13449

96-395
1232

The Treasurer Of
Linn County
Will Pay

Date	Warrant Number	Amount
AUG 11 72	13,449.	$2,000.00 **

OR EGON BRIDGE ENGINEERING CO
PO BOX 72
SPRINGFIELD ORE., 97477

PLEASE CASH WITHIN
30 DAYS

Dale H. Ditz
COUNTY CLERK

⑆1232⑈0395⑆ 33 70928 8⑈ ⑈0000200000⑈

CITIZENS BANK
Successor to CITIZENS VALLEY BANK
Albany, Oregon
96-395
AUG 31 1972
PAY ANY BANK OR TRUST CO.

24-1
PAY ANY BANK OR
FRB PORTLAND
24-1

OREGON BRIDGE ENGINEERING CO.
AUGUST 72

No. 218

Part I - Clerk
Part II - Rd. Dept.
Part III - Clerk

ROAD FUND

Request for Payment to:

Oregon Bridge Engineering Co.-
P. O. Box 72
Springfield, Oregon 97477

To: Linn County Clerk:

Please pay the invoices or statement amounts shown below and charge the proper appropriation account listed.

Date	Invoice Number	Amount	Appropriation
June 28, 1972	919	$10,000.00	2-4140-02

Copy of invoice & warrant sent to O.S.H.D. 7-14-72

Authorization

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

June 27, 1972

INVOICE

Mr. Richard DAlke, County Engineer
County of Linn
3010 Industrial Way
Albany, Oregon 97321

RE: Design of Greens Bridge

For professional services:

Partial Billing for Design of Greens Bridge $10,000.00

OREGON BRIDGE ENGINEERING CO.

Albany Oregon

PAY ANY BANK P.E.G.
JUL 10 72
96-395
1232

24-1
FRB PORTLAND
24-1

96-17 PAY ANY BANK P.E.G.
EUGENE MAIN BRANCH
JUL 17 72 10017
FIRST NATIONAL BANK OF OREGON

LINN COUNTY OREGON
ALBANY, OREGON 97321

13035

96-395
1232-

The Treasurer Of
Linn County
Will Pay

Date	Warrant Number		Amount
JUL 10 72	13,035.	10,000.00	$10,000.00 **

OREGON BRIDGE ENGINEERING CO
P O BOX 72
SPRINGFIELD OR 97477

PLEASE CASH WITHIN
30 DAYS

Del H. Riley
COUNTY CLERK

⑈1232⑈0395⑆ 33 70928 8⑈ ⑈0001000000⑈

No. [illegible]

Part I - Clerk
Part II - Rd. Dept.
Part III - Clerk

ROAD FUND

Request for Payment to:

Oregon Bridge Engineering Co.
P. O. Box 72
Springfield, Oregon 97477

To: Linn County Clerk:

Please pay the invoices or statement amounts shown below and charge the proper appropriation account listed.

Date	Invoice Number	Amount	Appropriation
May 3, 1972	874	$ 6,000.00	2-4510-01
"	875	673.00	"

Copy of billing sent to O.S.H.D. 6-9-72

Authorization

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

April 26, 1972

INVOICE

Mr. Richard Dalke, County Engineer
Linn County
[illegible] Industrial Way
Albany, Oregon 97321

For professional services:

Partial Billing for Design of
Greens Bridge $6,000.00

Invoice No. 874

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

April 26, 1972

INVOICE

Mr. Richard Dalke, County Engineer
Linn County
3010 Industrial Way
Albany, Oregon 97321

For professional services:

Greens Bridge - Aerial photography
and topographic maps as per attached
invoices $649.00
24.00

TOTAL AMOUNT DUE $673.00

Pre. Eng. was appd 4/18/72 - since these costs occurred prior to this date they are not eligible for participation

Invoice No. 875

H. G. CHICKERING JR.
CONSULTING PHOTOGRAMMETRIST, INC.
AND ASSOCIATES

EUGENE, OREGON 97402
TELEPHONE 343-8877

AERIAL SURVEYS - AERIAL PHOTO MOSIACS - TOPOGRAPHIC MAPS - PLANIMETRIC MAPS - CUSTOM DRAFTING - FIELD SURVEYS
FOREST COVER MAPS - AERIAL PHOTOGRAPHY - AERIAL PHOTOGRAPHIC LABORATORY

Oregon Bridge Engineering
P.O. Box 72
Springfield, Oregon 97477

Attn: Lew Pierce

71-970

11-29-71	One cronaflex film positive of Green Bridge topographic map----------	$24.00

4-13

Pd 12-9-71

6% INTEREST CHARGED AFTER 30 DAYS

Statement From
H. G. CHICKERING JR.
CONSULTING PHOTOGRAMMETRIST, INC.
AND ASSOCIATES

1190 SEVENTH AVENUE WEST
P. O. BOX 2767
EUGENE, OREGON 97402
TELEPHONE 343-8877

AERIAL SURVEYS - AERIAL PHOTO MOSAICS - TOPOGRAPHIC MAPS - PLANIMETRIC MAPS - CUSTOM DRAFTING - FIELD SURVEYS
FOREST COVER MAPS - AERIAL PHOTOGRAPHY - AERIAL PHOTOGRAPHY LABORATORY

Oregon Bridge Engineering
P.O. Box 72
Springfield, Oregon 97477

Attn: Wally Palmenter

OBE 4-7

12-30-71

Greens Bridge Topographic Map

1.	Aerial photography - 1"=400' approximate scale, including one set of 9x9 contact prints----------	$140.00
2.	Layout premark and survey plan - Chickering Crew do premarking. Labor & materials--	$ 50.00
3.	Topographic map compilation 1"=80' scale 2 foot contour interval.	
	a. Labor----------$160.00	
	b. Materials - diapositive plates and base sheet----------$ 35.50	$195.00
4.	Final map drafting - 1"=50' scale	
	a. Labor----------$148.00	
	b. Materials - scribe coat film, photographic copy negative and final cronaflex film positive----------$ 57.50	$205.50
5.	Administration - consulting, editing, supervision and misc. labor----------	$ 58.00
		$649.00

Paid

6% INTEREST CHARGED AFTER 90 DAYS

OREGON BRIDGE ENGINEERING CO.

PAY ANY BANK, P.E.G.
96-395
MAY 19 1972
CITIZENS VALLEY BANK

PAY ANY BANK P.E.G.
PORTLAND

LINN COUNTY OREGON

11619

96-395
1232

ALBANY, OREGON 97321

The Treasurer Of
Linn County
Will Pay

Date	Warrant Number		Amount
MAY 12	11619	6,673.00	$6,673.00 ☆ ☆

OREGON BRIDGE ENGINEERING CO
PO BOX 72
SPRINGFIELD ORE 97477

PLEASE CASH WITHIN
30 DAYS

MAY 19 1972
96-395
1232
11619

Del K. Adey
COUNTY CLERK

CITIZENS VALLEY BANK
ALBANY, OREGON

⑆1232⑈0395⑆ 33 709 28 B⑈ ⑈0000667300⑈

No. 095

Part I - Clerk
Part II - Rd. Dept.
Part III - Clerk

ROAD FUND

Request for Payment to:

Oregon Bridge Engineering Co
P. O. Box 72
Springfield, Oregon 97477

To: Linn County Clerk:

Please pay the invoices or statement amounts shown below and charge the proper appropriation account listed.

Date	Invoice Number	Amount	Appropriation
June 1, 1972	897	$6,000.00	2-4510-01

Copy of billing sent to O.S.H.D. 6-9-72

Authorization

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

May 23, 1972

INVOICE

Mr. Richard Dalke, County Engineer
Linn County
3010 Industrial Way
Albany, Oregon 97321

RE: Design of Greens Bridge

For professional services:

Partial Billing for Design of Greens Bridge.	$6,000.00

Invoice No. 897

Dr Deposit Only

OREGON BRIDGE ENGINEERING CO.

PAY ANY BANK P.C.B. 96-395

JUN 29 1972

CITIZENS

SUCCESSOR TO

JUN 26 1972
24-1 PORTLAND BRANCH
FEDERAL RESERVE BANK OF SAN FRANCISCO

Pay to the order of any Banker or
through the
SUBJECT TO

LINN COUNTY OREGON

ALBANY, OREGON 97321

12636

96-395
1232

The Treasurer Of
Linn County
Will Pay

Date	Warrant Number	Amount
JUN 26 1972	12,636	$6,000.00 ☆☆

OREGON BRIDGE ENGINEERING CO
PO BOX 72
SPRINGFIELD OR 97477

PAYABLE

PAID

JUN 29 1972

PLEASE CASH WITHIN
30 DAYS

Del K. Riley
COUNTY CLERK

CITIZENS VALLEY BANK
OREGON

⑆1232⑈0395⑆ 33 70928 8⑈ ⑈0000600000⑈

No. 613

Part I - Clerk
Part II - Rd. Dept.
Part III - Clerk

ROAD FUND

Request for Payment to:

Willamette-Western Corporation
P. O. Box 03190
Portland, Oregon 97203

To: Linn County Clerk:

Please pay the invoices or statement amounts shown below and charge the proper appropriation account listed.

Date	Invoice Number	Amount	Appropriation
September 11, 1972	3-412/8636	~~$11,541.42~~ 6,418.04 5,123.38 total 11,541.42	~~15 6010 01~~ 15-6010-01 2-4740-02

Richard Leich
Authorization

"Helping Build the West"

WILLAMETTE-WESTERN CORPORATION

FOOT OF N. PORTSMOUTH AVE. — P. O. BOX 03190 — PORTLAND, OREGON 97203
503-285-9111 24 HOUR PHONE SERVICE AND 2-WAY RADIO DISPATCHED SERVICE

JOB LOCATION Santiam River, Jefferson

DATE August 10, 1972

SOLD TO Oregon Bridge Engineers
P.O. Box 72
Springfield, Oregon

YOUR NO.

INVOICE NO. S-412/8636

ATTENTION: M.A. Palmteer

TERMS: NET CASH

To invoice you for driving test pile and setting up test beam at Santiam River two miles east of Jefferson, Oregon, as per Estimate No. 1 attached.

~~$11,731.42~~

Corrected 11,541.42

Loup/obec 8/24/72

KWJ

• CONSTRUCTION GROUP • FOUNDATION DIVISION • MARINE SERVICES GROUP • STEEL ERECTION DIVISION •
• CONSTRUCTION MATERIALS GROUP • DREDGING & SUBMARINE PIPELINE GROUP •

W-W FORM NO. AC 187/ 8- 1171

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 78, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

August 24, 1972

Mr. Richard Dalke, County Engineer
Linn County
3010 Industrial Way
Albany, Oregon 97321

RE: North Santiam River (Greens) Bridge Section
County Road FAS 126

Dear Dick:

The enclosed is a corrected billing from Willamette Western for $11,541.42 which has been approved by our office and is forwarded to you for payment.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

Wally

W. A. Palmateer
General Manager

WAP:jap
Enclosure

LINN COUNTY OREGON
ALBANY, OREGON 97321

14454

96-395
1232

The Treasurer Of
Linn County
Will Pay

Date	Warrant Number	Amount
OCT 12 72	14,454.	$11,541.42**

WILLAMETTE-WESTERN CORP
PO BOX 03190
PORTLAND OR 97203

PLEASE CASH WITHIN
30 DAYS

Del H. Ade
COUNTY CLERK

⑆1232⑈0395⑆ 33 70928 8⑈ ⑈00011541142⑈

FOR DEPOSIT ONLY

☒ Willamette-Western Corp.
0 06265 0

☐ Willamette Sand & Gravel
403-005

☐ Western Pacific Diving Corp.
0 06209 1

☐ Upper Columbia River Construction Co.
0 06265 0

☐ Western Pacific Piledriving Co.
0 06265 0

PAY ANY BANK, SPECIAL

OCT 17 1972

PAY ANY BANK

OCT 16 72 12009 05217

PAY ANY BANK-PAYEE
THE FIRST NATIONAL BANK
OF OREGON
24-4 PORTLAND, OREGON

No. 367

Part I - Clerk
Part II - Rd. Dept.
Part III - Clerk

ROAD FUND

Request for Payment to:

Northwest Testing Laboratories
4115 N. Mississippi Avenue
Portland, Oregon 97217

To: Linn County Clerk:

Please pay the invoices or statement amounts shown below and charge the proper appropriation account listed.

Date	Invoice Number	Amount	Appropriation
August 3, 1972	8219	$1,081.96	15-6010-01

Richard [illegible]
Authorization

ESTABLISHED 1930

NORTHWEST TESTING LABORATORIES

Inspecting Engineers - - Chemists

Phone: 288-7086 Area Code 503
4115 N. MISSISSIPPI AVENUE
PORTLAND, OREGON 97217

INVOICE TO Linn County
3010 Industrial Way
Albany, Oregon 97321

Attention: Mr. John H. Quiner, P.E.
Oregon Bridge Engineering Co.

DATE July 25, 1972

REF. NO. 8219

D-U-N-S-04-829-0308

TERMS: NET. INTEREST OF 1½% CHARGED ON PAST DUE ACCOUNTS. 1½% PER MONTH IS ANNUAL PERCENTAGE RATE OF 18%.

PLEASE PAY FROM THIS INVOICE

Greens Bridge Number 4-13

Cert. No.	Date	Service		
122618	7-18-72	Static pile load test, ASTM D-1143	$1,000.00	
		6 man hours travel at $9.50 per hour	57.00	
		208 miles travel at $.12 per mile	24.96	
		TOTAL		$1,081.96

"We hereby certify that amounts invoiced herein do not exceed the lower of (1) the contract [illegible] (2) maximum levels established in accordance with Executive Order 11615, dated August 15, 1971."

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

July 28, 1972

Mr. Richard A. Dalke, County Engineer
Linn County
3010 Industrial Way
Albany, Oregon 97321

RE: Greens Bridge

Dear Dick:

Enclosed is the Northwest Testing invoice on the Greens Bridge project.

This estimate has prior approval for participation by the State, and we recommend that you pay this invoice as part of the preliminary engineering costs.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

Wally

W. A. Palmateer
General Manager

WAP:jap
Enclosure

LINN COUNTY OREGON
ALBANY, OREGON 97321

13583

96-395
1232

The Treasurer Of
Linn County
Will Pay

Date	Warrant Number	Amount
AUG 17 72	13,583,	$1,081.96**

NORTHWEST TESTING LABORATORIES
4115 N MISSISSIPPI AVE
PORTLANDOR 97217

LOCKED

PLEASE CASH WITHIN
30 DAYS

Del M. Allen
COUNTY CLERK

⑆123⑆0395⑆ 33 70928 8⑈ 00001081 96⑆

(052) Pay to the order of (052)
FIRST NATIONAL BANK OF OREGON
FOR DEPOSIT ONLY
Northwest Testing Laboratories, Inc.
0 3 2 6 6 - 3

PAY ANY BANK, P.E.G.
96-395
AUG 17 1972
CITIZENS BANK

AUG 15 72

24-1
24-2 3960

No. 207

Part I - Clerk
Part II - Rd. Dept.
Part III - Clerk

ROAD FUND

Request for Payment to:

Jensen Drilling Co.
Route 3, Box 191
Springfield, Oregon 97477

To: Linn County Clerk:

Please pay the invoices or statement amounts shown below and charge the proper appropriation account listed.

Date	Invoice Number	Amount	Appropriation
June 15, 1972	Equipment rental for Greens Bridge	$7,265.50	2-4920-02

C P Hall

Authorization

DRILLING EQUIPMENT & ACCESSORIES

... EMENT

SOIL SAMP... NG

Jen...n Drilling Co.

Route 3, Box 191
Springfield, Oregon 97477
Phone 726-7435 (503)

SPRINGFIELD, OREGON May 31 19 72

Linn County
Court House
Albany, Oregon

1% INTEREST PER MONTH CHARGED AFTER 30 DAYS

		CHARGES	CREDITS	BALANCE
	Santiam River Bridge East of Jefferson, Oregon.			
161 hours	drilling and sampling.	$ 35.00		5,635.00
38½ hours	barge assembly and disassemble plus placing on first hole in river.	25.00		962.50
104 miles	mob- and demobilization drill equipment.	1.50		156.00
104 miles	hauling barge to job and back	1.20		124.80
2912 miles	pickup mileage.	.10		291.20
12 NX size	shelby tubes	5.00		60.00
8 BX size	shelby tubes	4.50		36.00
			Total	$7,265.50

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-8673

June 13, 1972

Mr. Richard Dalke, County Engineer
Linn County
3010 Industrial Way
Albany, Oregon 97321

RE: North Santiam River (Greens) Bridge Section
County Road FAS 126

Dear Sir:

We are forwarding the invoice from Jensen Drilling Company for their work in making the test borings for the Greens Bridge foundation investigation.

The hours and items have been reviewed by L. R. Squier's office who furnished inspection and sampling services during the drilling operation, and have been reviewed by our office as well.

All items appear to be in order, and we approve payment of the invoice as submitted.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:jap
Enclosure

cc: Jensen Drilling
L. R. Squier
W. J. Hart w/enclosure

Jensen Drilling Co.
Pre-deposit pay.

JUN 23 72

24-1
FED PORTLAND

2

UNITED STATES
NATIONAL BANK
OF OREGON
EUGENE, OREGON

BANK, P.E.C

JUN 22 72 0410

EUGENE CREDIT BUREAU, INC.

FAY AVE BRANCH

1904 11

UT1075

96-395

2

LINN COUNTY OREGON

12564

96-395
1232

ALBANY, OREGON 97321

The Treasurer Of
Linn County
Will Pay

Date	Warrant Number	Amount
JUN 20 72	12564	$7,265.50 **

JENSEN DRILLING CO
RT 3 BOX 191
SPRINGFIELD OR 97477

PLEASE CASH WITHIN
30 DAYS

PROCESSED

JUN 30 1972

96-395

CITIZENS VALLEY BANK
OREGON

Dale H. Riley
COUNTY CLERK

⑆1232⑈0395⑆ 33 70928 8⑈ ⑈00007265 50⑈

Linn Co.
FAS 126

October 26, 1972

Mr. Richard Dalke
Linn County Engineer
3010 Industrial Way
Albany, Oregon 97321

Re: Expenditures
N. Santiam River (Greens) Bridge
FAS 126
Linn County

Dear Mr. Dalke:

It has been determined that the expenses covered by the attached invoices are not eligible for participation. The reasons are as follows:

The two billings for computer services are the consultant's responsibility. The agreement set up $400 for these services as part of his fees.

The two billings related to the gravel in the river are part of the right-of-way so are County responsibility.

The costs of the three advertisements in the newspaper and the aerial photography were incurred prior to April 18, 1972, which was the approved date of the preliminary engineering by the Federal Highway Administration, so are not eligible.

The other invoices, amounting to approximately $43,800 are being checked and you will be reimbursed the expenses.

Would you please make up a letter billing us for this reimbursement. Merely state that you have approved and paid these amounts and that you now request reimbursement from the State. Any billing such as this must be officially directed to the State before our Accounting Section can legally pay them.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt
Encl.

ENGR. ✓ COOR. ✓ CE ✓ AE ✓ UE
✓ UPE ✓ CE ✓ RE ✓ RPE

RECEIVED
OCT 27 1972
FOR FILING

7795

October 26, 1972

Mr. Arlen R. White
Assistant Ombudsman
Office of the Governor
207 State Capitol
Salem, OR 97310

Dear Mr. White:

The following has been prepared in response to complaints made by Mrs. Shirley Malone and Mrs. Roy Tilley of Jefferson.

One of their major complaints was that the hearing process was inadequate on the Greens Bridge crossing of the Santiam River. I am enclosing for your information a copy of the official transcript of the hearing. Please note that both Mr. Tilley and Mr. Malone testified.

An investigation was made of the methods by which hearings were held and rights-of-way obtained. It is our opinion that in each instance proper methods and procedures were used by the counties.

Marion County had three properties to obtain; all have been purchased and deeds are of record. These include a deed from Roy D. and Gladys E. Tilley.

Linn County had two properties to obtain. Property from Mr. Eisenmann was obtained by deed, and property from the Malones is in the process of being purchased by the resolution method. The Malones have protested so the taking on their property is up for review at the present time.

Since all procedures appear to be in order, it would seem that the complaints are on a personal basis with the respective county and should be resolved at that level.

We understand that the Malones have hired an attorney, so the taking from their property will probably be settled in court. Inasmuch as Mrs. Malone and Mrs. Tilley visited this office, I am writing them direct. Copies of those letters are enclosed.

Very truly yours,

F. B. Klaboe
Deputy State Highway Engineer

HSC:mm ia

bc George M. Baldwin
Tom Edwards
R. L. Schroeder
H. S. Cox

October 25, 1972

Mrs. Roy Tilley
Route 1, Box 317
Jefferson, OR 97352

Dear Mrs. Tilley:

As Mr. Edwards advised you at the meeting in his office, an investigation of the hearing and right-of-way procedures followed by Linn and Marion Counties on the Greens Bridge crossing of the Santiam River has been completed.

The investigation indicates that the hearing had been properly advertised and properly conducted and that testimony had been received from Mr. Tilley. The right-of-way procedures appear to be adequate even though we are not in a position to state whether or not the amounts offered for property to be acquired are correct.

I am sorry that we cannot be more helpful. It is suggested that you contact your county officials for a course of action in this matter.

Very truly yours,

F. B. Klaboe
Deputy State Highway Engineer

FBK:1a

bc George M. Baldwin
Tom Edwards
R. L. Schroeder
H. S. Cox

October 25, 1972

Mrs. Shirley Malone
Route 1, Box 323
Jefferson, OR 97352

Dear Mrs. Malone:

As Mr. Edwards advised you at the meeting in his office, an investigation of the hearing and right-of-way procedures followed by Linn and Marion Counties on the Greens Bridge crossing of the Santiam River has been completed.

The investigation indicates that the hearing had been properly advertised and properly conducted and that testimony had been received from Mr. Malone. The right-of-way procedures appear to be adequate even though we are not in a position to state whether or not the amounts offered for property to be acquired are correct.

I am sorry that we cannot be more helpful. It is suggested that you contact your county officials for a course of action in this matter.

Very truly yours,

F. B. Klaboe
Deputy State Highway Engineer

FBK:fa

bc Tom Edwards
R. L. Schroeder
H. S. Cox

MEMO TO FILES, 10/24/72

N. Santiam River (Greens) Bridge
FAS 126, Marion County

Tuesday, October 24, Harold Reynoldson and the writer contacted Ted Kuenzi regarding what action Marion County had taken in obtaining right-of-way for Greens Bridge.

Mr. Kuenzi furnished us xerox copies of data showing that:

A warrant for $250.00 was made to Roy D. and Gladys E. Tilley for purchase of 800 sq. ft. of right-of-way; also a copy of memo stating a deed had been received from the Tilleys.

Copy of letter from Ertsgaard to Kuenzi and a copy of Marion County right-of-way map showing areas involved.

Mr. Kuenzi stated that property from Henry and Irene Little had also been purchased. This property was for an area of 975 sq. ft. and the Littles were paid $97.50. In addition, the County re-established a chicken house for them, built approximately 120 ft. of fence, and purchased fifty 4-ft. arbor vitae for screen planting.

6-10-72

H. S. Cox
County and City Engineer

HSC:mm

FILED

SEP 20 3 57 PM '72

DEL W. RILEY, CLERK

BY J.E. Fuson DEPUTY

IN THE CIRCUIT COURT OF THE STATE OF OREGON
FOR THE COUNTY OF LINN

LESTER MALONE and SHIRLEY MALONE, husband and wife, Petitioners, vs. FLOYD MULLINS, EUGENE RICHARDSON and BURL INGRAM, LINN COUNTY COMMISSIONERS & LINN COUNTY, Respondents.	No. PETITION FOR WRIT OF REVIEW

Petitioners allege:

I.

The Board of County Commissioners of Linn County is duly organized and exists under the laws of the State of Oregon; respondents, Floyd Mullins, Eugene Richardson and Burl Ingram were at all times herein duly appointed and acting members of the Board;

II.

Chapter 368 of the Oregon Revised Statutes (368.470) provides authority and jurisdiction for the Board of County Commissioners to acquire property by resolution in declaring its intention to locate and establish, alter, widen, straighten or change the direction of any road;

Petitioners,

vs.

FLOYD MULLINS, EUGENE RICHARDSON and BURL INGRAM, LINN COUNTY COMMISSIONERS & LINN COUNTY, Respondents.

PETITION FOR WRIT OF REVIEW

Petitioners allege:

I.

The Board of County Commissioners of Linn County is duly organized and exists under the laws of the State of Oregon; respondents, Floyd Mullins, Eugene Richardson and Burl Ingram were at all times herein duly appointed and acting members of the Board;

II.

Chapter 368 of the Oregon Revised Statutes (368.470) provides authority and jurisdiction for the Board of County Commissioners to acquire property by resolution in declaring its intention to locate and establish, alter, widen, straighten or change the direction of any road;

III.

Section 368.470(4) of the Oregon Revised Statutes requires the County Commissioners to hear any objections or remonstrances and they may for good and sufficient reasons, overrule and deny the same;

IV.

The Board of Commissioners may under ORS 368.470(7) appoint a Board of Road Viewers whose duty is to determine and assess damages;

V.

The Board of Road Viewers is required under ORS 368.480(3) to report its recommendations in favor of or against the

establishment or alteration of the road, and set forth the reasons for the same.

VI.

The Board of County Commissioners under ORS 368.495 are required to adopt the report of the Board of Road Viewers if they find the road to be of public utility and that the amount of the damages assessed is just and equitable and the report of the Viewers is favorable thereto.

VII.

The Board of County Commissioners of Linn County, by resolution dated the 3rd day of May, 1972, entitled "IN THE MATTER OF RELOCATING A PORTION OF MARKET ROAD NO. 4, INCLUDING GREEN'S BRIDGE", declared that certain real property described in said resolution would be relocated and improved. A copy of said resolution is attached hereto as Exhibit "A", and made a part hereof by reference.

VIII.

Thereafter, the Board of County Commissioners of Linn County, set about the project of taking the petitioners' land without jurisdiction to do so, and without complying with the statutory requirements of the State of Oregon, Chapter 368, County Rules, Oregon Revised Statutes, in the following regards:

1. The description set forth in the resolution does not describe the land to be taken from the petitioners according to records of ownership of Linn County, Oregon, but describes the land to be taken by measuring from the center line of an existing road, and said description does not describe the land owned by the petitioners; further, the said description does not set forth an area 10 feet in width the length of the petitioners' land along said road, which is owned by the petitioners.

2. The Board of County Commissioners established a Board of Road Viewers which Board failed to state its recommendations in favor of or against the establishment or alteration of the road, and failed to set forth any reasons for the same. A copy of said Road Viewers report is attached hereto as Exhibit "B", and made a part hereof by reference.

IX.

The Board of County Commissioners has failed to adopt the report of the Board of Road Viewers.

X.

The Board of County Commissioners failed to give good and sufficient reasons for the denying of the objections and remonstrances filed by the petitioners. For the purposes of paragraphs I through X above, a true and correct copy of the Final Order of the County Commissioners dated July 21, 1972, is attached hereto as Exhibit "C", and made a part hereof by reference.

XI.

As a consequence of the above, the Board of County Commissioners of Linn County, Oregon, acted without jurisdiction and therefore the County and its agents are trespassing on the petitioners' land.

XII.

That despite the fact that the respondents herein have acted outside of the law, the agents of the respondents have come upon the land of the petitioners, dug up the same, ruined crops, are driving trucks and other vehicles across the same, and threaten to continue to do so; that the respondents herein and their agents should be enjoined from doing further damage to the petitioners' land, which is of an irreparable nature, and enjoined from going upon the petitioners' land temporarily during the pendency of this suit and permanently thereafter.

XIII.

That the petitioners have no adequate remedy at law.

WHEREFORE, petitioners pray this Court:

1. To review the actions of the Linn County Commissioners and to declare and order that Linn County, Oregon, does not have jurisdiction for improving and relocating a portion of Market Road No. 4 including Green's Bridge, and that the resolutions made and published by the Board of County Commissioners of Linn County are null and void.

2. For an order restraining the Board of County Commissioners of Linn County, and Linn County, Oregon, and its agents, from doing further damage to petitioners' land, and from going upon

the same, during the pendency of this action, and thereafter permanently.

3. Petitioners pray for a Writ of Review directed to the Board of County Commissioners for Linn County, Oregon, Floyd Mullins, Eugene Richardson and Burl Ingram, Commissioners, and Linn County, Oregon, and the secretary of the Board of County Commissioners, commanding them and each of them to deliver and return to the above entitled Court forthwith the records and proceedings in the above described cause for review by said Court, namely, "BEFORE THE BOARD OF COUNTY COMMISSIONERS FOR LINN COUNTY, OREGON - IN THE MATTER OF RELOCATING A PORTION OF MARKET ROAD NO. 4, INCLUDING GREEN'S BRIDGE".

Shirley Malone
Shirley Malone

R. H. Renn
R. H. Renn
Attorney for Petitioners

STATE OF OREGON)
} ss.
County of Linn)

I, Shirley Malone, being first duly sworn upon oath, depose and say that I am a petitioner in the foregoing entitled cause and that this Petition for Writ of Review is true as I verily believe.

Shirley Malone
Shirley Malone

Subscribed and sworn to before me this 20th day of September, 1972.

Martha A. Merz
Notary Public for Oregon
My commission expires: 1-28-74

STATE OF OREGON)
} ss.
County of Linn)

I, R. H. Renn, being first duly sworn, depose and say that I am attorney for petitioners in the above entitled cause, and

that the foregoing Petition for Writ of Review is true as I verily believe. I make this verification for Mr. Lester Malone who is out of Linn County at this time.

R. H. Renn

R. H. Renn

Subscribed and sworn to before me this 20th day of September, 1972.

Martha A. Meng

Notary Public for Oregon
My commission expires: 1-28-74

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF LINN

FILED

OCT 13 1972

DEE W. RILEY, Clerk

By _____ Deputy

LESTER MALONE and SHIRLEY MALONE, Husband and Wife,

Petitioners,

vs.

FLOYD MULLEN, EUGENE RICHARDSON, and BURL INGRAM, Linn County Commissioners, and LINN COUNTY,

Respondents.

MOTION TO QUASH

Case No. 41502

Respondents move the Court for an Order quashing the Writ of Review heretofore issued in this cause for the following reasons:

I.

The petition for the Writ of Review as filed by Petitioners does not state facts sufficient to warrant the issuance of said Writ of Review.

II.

This Court does not have jurisdiction of this matter in that the time allowed by statute within which Petitioners could petition this Court for review of the decision by Respondents had elapsed before Petitioners did in fact file their petition with this Court.

Robert T. Scott

Robert T. Scott
Linn County Deputy District Attorney
Attorney for Respondents

Respondents request oral argument on this motion.

LINN COUNTY CLAIM BLANK

Right-of-way for Green's Bridge plus construction easement	$260.00
TOTAL	$260.00

WARRANT PAYABLE TO	ACCOUNT CODE
Dale & Lillian Eisemann	2-5050-01
Route 1, Box 352	
Jefferson, Oregon	

4-27,-72 — DATE

Linda B. Wallace — SIGNATURE

KNOW ALL MEN BY THESE PRESENTS, That Dale Eisenmann and Lillian Eisenmann,

in consideration of Two Hundred and no/100 ($200.00)---------- *Dollars,*

to them *paid by* Linn County, Oregon

do hereby grant, bargain, sell and convey unto said Linn County, Oregon

their *heirs and assigns, all the following real property, with the tenements, hereditaments and appurtenances situated in the County of* Linn *and State of Oregon, bounded and described as follows, to-wit:*

The portion of the property in Lot 1, Sec. 18, Township 10 South, Range 2 West of the Willamette Meridian as recorded in Book 184, Page 833, of Linn County Deed Records, which lies within the below described portion of Market Road No. 4, For Roadway purposes.

Beginning at a point on the centerline of Linn County Market Road No. 4, Which point is North 89°44'32" East 172.15 feet from the Section corner common to Sections 7, 8, 17, and 18, and in Township 10 South, Range 2 West, Willamette Meridian, Linn County, Oregon, said point being Engineer's centerline stationing 20 + 29.36, thence South 89°44'32" West 172.15 feet to the said section corner; thence South 89°44'32" West 820.71 feet to an angle point at Engineer's Station 10 + 36.50; thence North 89°04'03" West 350 feet, more or less, to center of the North Santiam River which point is the Linn County and Marion County boundary, which point is also Engineer's Centerline Stationing 6 + 86.50 and there terminating. Excepting therefrom the rights and interests of the State and Federal Government in and to the North Santiam River.

A right-of-way of varying widths as follows:

	North	South
Sta. 20 + 29.36 to Sta. 16 + 00	30'	30'
Varying from 16 + 00 - 10 + 36.50	30' - 47.39'	30' - 47.39'
Varying from 10 + 36.50 - 9 + 52	47.39 - 50'	47.39 - 50'
9 + 52 to Linn County Boundary	50'	50'

Linn County will vacate all unused roadway which lies outside of the above described portion of Market Road #4.

To Have and to Hold, the above described and granted premises unto the said
Linn County, Oregon
their *heirs and assigns forever.*

And Dale Eisenmann and Lillian Eisenmann
the grantor above named do covenant to and with the above named grantee, their heirs and assigns that they *lawfully seized in fee simple of the above granted premises, that the above granted premises are free from all encumbrances,*

and that they *will and* their *heirs, executors and administrators, shall warrant and forever defend the above granted premises, and every part and parcel thereof, against the lawful claims and demands of all persons whomsoever,*

Witness hand and seal this 2nd *day of* May *, 1972.*
Executed in the Presence of

Dale Eisenmann (SEAL)

do hereby grant, bargain, sell and convey unto said Linn County, Oregon

their *heirs and assigns, all the following real property, with the tenements, hereditaments and appurtenances situated in the County of* Linn *and State of Oregon, bounded and described as follows, to-wit:*

The portion of the property in Lot 1, Sec. 18, Township 10 South, Range 2 West of the Willamette Meridian as recorded in Book 184, Page 833, of Linn County Deed Records, which lies within the below described portion of Market Road No. 4, For Roadway purposes.

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Varying from 10 + 36.50 - 9 + 52	47.39 - 50'	47.39 - 50'
9 + 52 to Linn County Boundary	50'	50'

Linn County will vacate all unused roadway which lies outside of the above described portion of Market Road #4.

To Have and to Hold, the above described and granted premises unto the said

Linn County, Oregon

their *heirs and assigns forever.*

And Dale Eisenmann and Lillian Eisenmann *the grantor above named do covenant to and with the above named grantee, their heirs and assigns that* they *lawfully seized in fee simple of the above granted premises, that the above granted premises are free from all encumbrances,*

and that they *will and* their *heirs, executors and administrators, shall warrant and forever defend the above granted premises, and every part and parcel thereof, against the lawful claims and demands of all persons whomsoever,*

Witness hand *and seal this* 2nd *day of* May *, 1972.*

Executed in the Presence of

Dale Eisenmann (SEAL)

Lillian Eisenmann (SEAL)

Vivian E. Prowice (SEAL)
Notary Public
My Commission expires
4-13-75

(SEAL)

STATE OF OREGON,
County of Linn } ss.

BE IT REMEMBERED, That on this 2nd day of May, 19 72, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named Dale Eisenmann & Lillian Eisenmann, Husband & Wife

known to me to be the identical individuals described in and who executed the within instrument and acknowledged to me that they executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

Vivian E. Knowles
Notary Public for Oregon.

My Commission expires 4-13-75

343970

8:30

WARRANTY DEED

(FORM No. 111)

TO

STATE OF OREGON,
County of Linn } ss.

I certify that the within instrument was received for record on the 4 day of May, 1972, at 8:30 o'clock A. M., and recorded in book M F 38 on page 537 Record of Deeds of said County.

Witness my hand and seal of County affixed.

Del W. Riley
County Clerk

By Avil Langford Deputy.

Engrossed

LYNN M. LONG, S.R.A.

REALTOR-APPRAISER -:- 1217 SHERWOOD PL. -:- PHONE 926-3701 -:- ALBANY, OREGON 97321

COPY
Original sent to
Orris Carnegie

June 5, 1972

Mr. Gordon B. Wallace
Assistant County Engineer
Linn County
Albany, Oregon 97321

Dear Mr. Wallace:

Re: Appraisal of R/W Taking, Lester Malone Property, Rte. 1, Box 323, Jefferson, Ore.

In accordance with your request, I have made an appraisal of the Market Value of the property to be taken and have estimated the damages to the remaining property, as a result of the taking. The property is commonly known as the Lester M. Malone farm and is described in detail on the attached map, which was furnished by your office.

The purpose of this appraisal is to estimate the Market Value of land to be acquired for the purpose of relocating the approach to the Greens Bridge and further estimating any damage that may result to the remaining property as the result of this taking.

All normal recognized approaches to value have been considered in arriving at the conclusions in this appraisal. It has been concluded that the Market Data and the Cost approaches are the most reliable and applicable in this case.

The land appraised consists of 0.42 acres of good quality agricultural soil and wood lot and 0.03 acres of improved homesite. The agricultural land is presently in mint crop. The homesite parcel to be acquired is landscaped, has concrete curb and sidewalk in place. Other than rearrangement of a portion of the sidewalk and the moving of the yard light, no damage to the remaining property was evident.

COST DATA:

Land:		
0.42 acres agricultural land & Wood Lot		$ 420.00
0.03 acres Homesite		90.00
Improvements:		
275 Sq.Ft. Mature Lawn @ .12¢		33.00
145 lin. ft. 18"x 6" Concrete curb	$1.50	217.50
150 Sq.Ft. Sidewalk @ .80¢		120.00
Relocate Yard Light		25.00
Replace Driveway approach		25.00
32 Junipers (shrubs) @5.00		160.00
15 Roses ($\frac{1}{2}$" to 1" stock @ 6.00		90.00
2 Mugo Pine shrubs @ 5.00		10.00
2 Azaleas @ 4.00		8.00
1 Jew Cherry		4.00
1 Jap Split Leaf Maple		12.00
Total Value of the taking and Damages resulting from the taking		$1,214,50 or $1,225.00

I certify that I have personally inspected the property described and that I have no present of contemplated future interest in the property appraised or in the result of this appraisal.

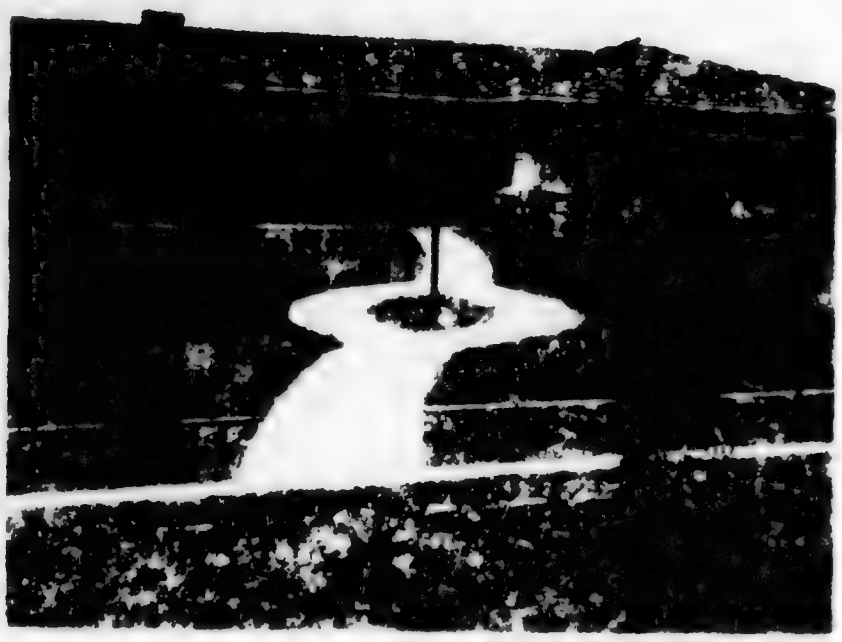
It is my opinion, as of June 5, 1972, that the Market Value of Subject Property and the damages r resulting from the taking of the Subject Property is:

ONE THOUSAND TWO HUNDRED TWENTY FIVE DOLLARS
($1,225.00)

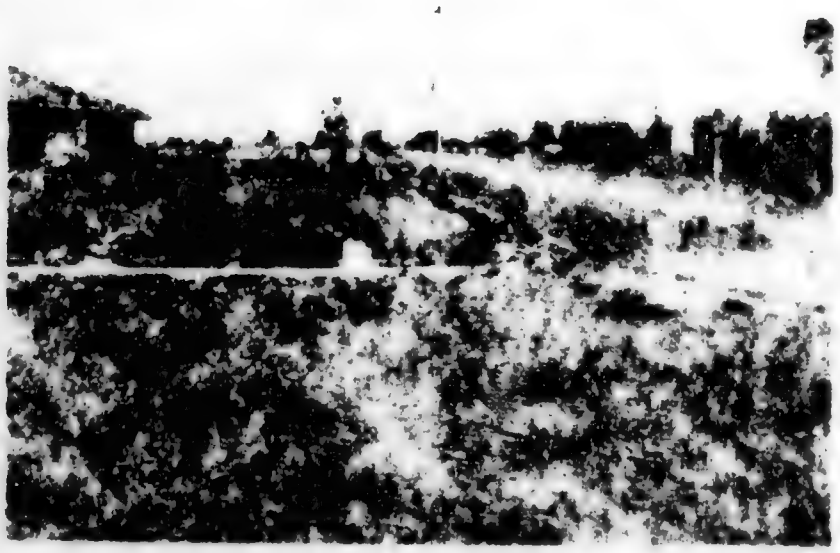
Respectfully submitted,

Lynn M. Long, S.R.A.

Typical view from driveway looking west over agricultural land and wood lot in distance.



View of front of residence showing sidewalk and Yard light to be relocated.



BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR LINN COUNTY, OREGON

IN THE MATTER OF RELOCATING)
A PORTION OF MARKET ROAD) ORDER
NO. 4 INCLUDING GREENS BRIDGE)

WHEREAS, on the 7th day of June, 1972, at the hour of 10:00 A.M. of said day, the above matter came on regularly for hearing by the Board of Commissioners, Linn County Courthouse, Albany, Oregon, and the Board having heretofore, to-wit: by Resolution adopted on the 3rd day of May, 1972, at a regular term of said Board, duly declared its intention to relocate a portion of Market Road No. 4, including Greens Bridge, in accordance with said Resolution, and the Board having also at the time of adopting and entering said Resolution, duly directed that notice thereof be given by Orris Carnegie, Linn County Surveyor, and

IT APPEARING from the affidavit of Orris Carnegie, Linn County Surveyor, on file herein, that notice of said Resolution was duly and regularly given by posting, more than thirty (30) days prior to June 7, 1972, in the manner prescribed by law, by posting true copies of said Resolution, duly and properly certified as such by the County Clerk of Linn County, Oregon, and

IT FURTHER APPEARING from the affidavit of Richard Dalke, Linn County Roadmaster, on file herein, that notice of said Resolution was duly and regularly given by mailing a notice as set forth as part of said affidavit, tog ether with copy of said Resolution, to each record owner of land on or over the proposed road or portions thereof, to be laid out, relocated or changed, with postage prepaid thereon to the last known pos t office address of said owner, or to the address given on the latest tax roll in the office of the Linn County Tax Collector, said record owner being particularly named by Exhibit B to said affidavit, and

IT FURTHER APPEARING that heretofore the Linn County Roadmaster has examined, laid out and surveyed said road, and

IT FURTHER APPEARING that Orris Carnegie, Linn County Surveyor,

DEPUTY
BY
JUL 21 4 28 PM '72

being Engineer's centerline stationing 20+29.36, thence South 89° 44' 32" West 172.15 feet to the said section corner; thence South 89° 44' 32" West 820.71 feet to an angle point at Engineer's Station 10+36.50; thence North 89° 04' 03" West 350 feet, more or less, to center of the North Santiam River, which point is the Linn County and Marion County boundary, which point is also Engineer's centerline Stationing 6+86.50 and there terminating.
Excepting therefrom the rights and interests of the State and Federal Governments in and to the North Santiam River.

A right-of-way of varying widths as follows:

	North	South
Sta. 20+29.36 to Sta. 16+00	30'	30'
Varying from 16+00 - 10+36.50	30'=47.39'	30'-47.39'
Varying from 10+36.50 - 9+52	47.39-50'	47.39-50'
9 + 52 to Linn County Boundary	50'	50'

is hereby established as a County Road to be maintained at county expense and shall hereafter be a public highway, and

IT IS FURTHER ORDERED that pursuant to ORS 368.515, that the immediate opening of that portion of Market Road No. 4 including Greens Bridge, which is the subject of these proceedings, is of great public necessity, and therefore is hereby immediately opened, and

IT IS FURTHER ORDERED that all damages allowed by adoption of the Board of Road Viewers Report shall be paid by the Linn County Treasurer from the General County Road Fund to the persons entitled to except the petitioners Lester M. Malone and Shirley Malone, and

IT IS FURTHER ORDERED that the Linn County Treasurer is hereby directed to set aside and hold sufficient moneys on hand and available for the purpose of paying the full amount of damages and costs in the event that petitioners should appeal and recover a judgment more favorable than the decision of this Board which adopted the Board of Road Viewers report as amended, and

IT IS FURTHER ORDERED that upon final determination of said

appeals the County Clerk shall draw warrants payable to the petitioners for the full amount of damages determined. In the event the judgment is more favorable than the decision appealed from the amount of the warrant shall include costs incurred in prosecuting the appeal.

DATED this 21st day of July, 1972.

LINN COUNTY, OREGON

By _____
Chairman

_____
Commissioner

_____
Commissioner

APPROVED AS TO FORM

_____
Linn Co. District Attorney

No. 72-157

SPECIAL MINUTES
OF
THE LINN COUNTY BOARD OF COMMISSIONERS
July 21, 1972, 3:45 P.M.

A special session of the Linn County Board of Commissioners was convened to consider the Green's Bridge Project. Those in attendance were Chairman Floyd Mullen, Commissioners Ingram and Richardson, District Attorney Jackson Frost,and Staff Assistant Jon Levy.

The Board caused a check to be made in the Linn County Clerk's office to determine whether or not any other petitions had been filed against this project. It was therefore determined that the only petition filed was from Lester M. Malone Sr. and Shirley Malone, which was considered by the Board on July 20, 1972.

In view of the fact that no further petitions were filed, Mr. Richardson moved that no other amendments be made to the Board of Viewers Report. Motion passed unanimously.

Mr. Richardson further moved that the Board of Commissioners finds that a great public necessity exists in order that other governmental agencies may coordinate funding necessary to provide for this project, therefore the Board shall sign Order 72-157. Motion passed unanimously.

There being no further business, the Board unanimously agreed to adjourn at 4:15 p.m. this date.

Signed _____
Jon Levy, Staff Assistant

SPECIAL MINUTES
OF
THE LINN COUNTY BOARD OF COMMISSIONERS
July 20, 1972

In accordance with ORS 368.495, the Linn County Board of Commissioners convened to consider the Board of Viewer's report pertaining to the Green's Bridge Project. Those present were Chairman Floyd Mullen, Commissioner Burl Ingram, County Engineer Richard Dalke and Staff Assistant Jon R. Levy.

The Board considered the remonstrance filed by Lester M. Malone Sr., and Shirley Malone. Points considered and findings are as follows:

Pt #1. That the Board failed to follow proper statuatory procedures, etc.,; the Board of Commissioners does not concur and finds that proper statuatory procedures were followed by the County.

Pt #2. The evaluation of land taken from objectors far exceeds that found by viewers; the Board of Commissioners does not concur and finds that value set by Board of Viewers was fair and equitable.

Pt #3. There was failure to evaluate the loss to a lessee of farm land and all damages for the lessee; the Board of Commissioners does not concur and finds that the Board of Viewers did evaluate and grant sufficient damages.

Pt #4. The Board of Viewers has not taken into consideration damages to the remainder, in particular the losses which will be incurred by the objectors from flood damages caused by changes in the existing roadway and bridges; the Board of Commissioners does not concur with this objection in that it is not the Board of Viewers responsibility and finds that the Engineer does have

on file, a report which nullifies this objection.

Now therefore, the Board denies the petition of the objectors.

However, the Board accepts the Viewer's report as amended herewith: That Lester M. Malone Sr. and Shirley Malone be awarded damages as follows:

	Land	$ 422
	Homesite	90
	Curb	217
	Sidewalk	120
	Mint Crop	75
*	Damages	350
	Total Cash	$1,274

* Damages to include 32 shrubs, 15 roses, 2 mugho shrubs, 2 azaleas, 1 cherry and 1 maple.

The County, in addition to paying the $1,274 will blacktop the parking lot area. The County claims no ownership of shrubs or trees, and said shrubs, flowers and trees are to be moved by the owner by April 1, 1973.

Mr. Ingram moved acceptance of the Viewer's report as amended above by unanimous approval of the Board of Commissioners.

Mr. Ingram moved that Lester or Shirley Malone may accept the Board of Viewers report as amended on July 20, 1972 or accept the original Board of Viewers report filed June 28, 1972.

Mr. Ingram moved to adjourn. Motion passed unanimously.

Signed _____
Jon Levy, Staff Asst.

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR LINN COUNTY, OREGON

FILED

JUN 28 11 58 AM '72

DEL W. [illegible] CLERK

BY Ruth Howard DEPUTY

IN THE MATTER OF RELOCATING A PORTION OF MARKET ROAD NO. 4 INCLUDING GREENS BRIDGE

REPORT OF ROAD VIEWERS

Road File - 499

We, ORRIS CARNEGIE, County Surveyor of Linn County, Oregon, JUSTIN RANSOM and JOHN W. SHEPPARD, freeholders of Linn County, Oregon, heretofore on the 21st. day of June, 1972, duly appointed as a Board of Road Viewers, to view that certain proposed road, described in that certain Resolution adopted by the Board of County Commissioners, in the above entitled matter on the 3rd. day of May, 1972, and to determine and assess the damages to adjacent property by the location of said road, as described in said Resolution, report as follows:

That we met on Monday the 26th. day of June, 1972, and after duly qualifying, we proceeded to examine and view said proposed road for the purpose of determining and assessing any damage to property, taking into consideration the special benefits to the public from the establishment of said proposed road. We find and have determined that the proposed road would benefit the public as a whole and have determined damages as follows:

Tax Lot	Name	Total Damages
(1) 10-2W-8-100	Frances Upptad	$ 10.00
(2) 10-2W-8-300	Lester M. Malone, Sr.	$937.00

It is recommended that, in addition to damages paid, Linn County replace the existing concrete curb in front of the Malone residence to fit the new highway design and to blacktop the parking area between the new road surface and said curb.

It is further recommended that Linn County move or replace the existing shrubbery where necessary to facilitate the new construction.

The viewers have been informed that all other property necessary for the new construction has been settled for to the satisfaction of those concerned.

Attached hereto is a plat of the proposed road drawn to a scale of 1"=50'.

Respectfully submitted this 27th day of June, 1972.

Orris A Carnegie
Surveyor

Justin J. Ransom
Viewer

John W Sheppard
Viewer

FILED

MAY 3 1972

DEL W. RILEY, Clerk

By J. Joyce Berry Deputy

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR LINN COUNTY, OREGON

IN THE MATTER OF RELOCATING A)
PORTION OF MARKET ROAD NO. 4)
INCLUDING GREENS BRIDGE)

RESOLUTION

Land Use # 499

THIS MATTER coming on regularly before the Linn County Board of Commissioners this 3rd day of May, 1972, for a Resolution declaring its intention to relocate a portion of Market Road No. 4 including Green's Bridge, described as follows:

Beginning at a point on the centerline of Linn County Market Road No. 4, which point is North 89° 44' 32" East 172.15 feet from the Section corner common to Sections 7, 8, 17 and 18, and in Township 10 South, Range 2 West, Willamette Meridian, Linn County, Oregon, said point being Engineer's centerline stationing 20 + 29.36, thence South 89° 44' 32" West 172.15 feet to the said section corner; thence South 89° 44' 32" West 820.71 feet to an angle point at Engineer's Station 10 + 36.50; thence North 89° 04' 03" West 350 feet, more or less, to center of the North Santiam River, which point is the Linn County and Marion County boundary, which point is also Engineer's centerline Stationing 6 + 86.50 and there terminating. Excepting therefrom the rights and interests of the State and Federal Government in and to the North Santiam River.

A right-of-way of varying widths as follows:

	North	South
Sta. 20+29.36 to Sta. 16+00	30'	30'
Varying from 16+00 - 10+36.50	30' - 47.39'	30' - 47.39'
Varying from 10+36.50 - 9+52	47.39 - 50'	47.39 - 50'
9 + 52 to Linn County Boundary	50'	50'

The above described portion of Market Road No. 4, including Green's Bridge to be relocated and improved , all as set forth on map to be filed with this Resolution as Exhibit "A". Each width is to be computed as a distance in feet on each side of the centerline so described and at Engineering Stations shown in said map,

NOW, THEREFORE, BE IT RESOLVED and ORDERED by the Linn County Board of Commissioners:

1) Pursuant to the authority granted by ORS 368.470, the Linn County Board of Commissioners hereby declares its intention to relocate and improve said portion of Market Road No. 4, including Green's Bridge, as described above.

2) That said proposal for said relocating and improving of said

portion of Market Road No. 4 including Green's Bridge is in the public interest.

3) That June 7th, 1972, at the hour of 10:30 10:00 A.M. in the meeting room of the Board of County Commissioners, Linn County Courthouse, Albany, Oregon, be set as the time and place at which the Board will hear objections and remonstrances against the proposed relocating and improving of said portion of Market Road No. 4 including Green's Bridge.

4) That Richard Dalke, Linn County Engineer and Roadmaster, shall give due and legal notice of said hearing by posting certified copies of the Resolution at the place of holding County Board and at three (3) public and conspicuous places in the vicinity of the proposed road to be relocated and improved, and that notice be forwarded by United States mail, postage prepaid, to each record owner of land on or over which the said road is to be laid out, located or changed, at the last known post office address of such owner, and if the address of such owner be unknown to the person mailing such notice, that it be mailed to the address given on the latest tax roll in the office of the Tax Collector of said county; and if the address is unknown to the person mailing such notice and cannot with reasonable diligence be ascertained and cannot be found in such latest tax roll, then such notice be addressed to such owner at the county seat of said county where the land is situated, to-wit: Albany, Linn County, Oregon.

DATED this 31st day of May, 1972.

LINN COUNTY, OREGON

By Floyd Thurston
Chairman

Eugene Richardson
Commissioner

Burl Ingram
Commissioner

APPROVED AS TO FORM
Linn Co. District Attorney
No. 72-026

R - Resolution
Mkt. Rd. 4 (Green's Bridge)

I hereby certify that the foregoing is a true, full and correct copy of the original now on record in my office.
ATTEST, Co. Clerk

portion of Market Road No. 4 including Green's Bridge is in the public interest.

3) That June 7th, 1972, at the hour of 10:30 10:00 A.M. in the meeting room of the Board of County Commissioners, Linn County Courthouse, Albany, Oregon, be set as the time and place at which the Board will hear objections and remonstrances against the proposed relocating and improving of said portion of Market Road No. 4 including Green's Bridge.

4) That Richard Dalke, Linn County Engineer and Roadmaster, shall give due and legal notice of said hearing by posting certified copies of the Resolution at the place of holding County Board and at three (3) public and conspicuous places in the vicinity of the proposed road to be relocated and improved, and that notice be forwarded by United States mail, postage prepaid, to each record owner of land on or over which the said road is to be laid out, located or changed, at the last known post office address of such owner, and if the address of such owner be unknown to the person mailing such notice, that it be mailed to the address given on the latest tax roll in the office of the Tax Collector of said county; and if the address is unknown to the person mailing such notice and cannot with reasonable diligence be ascertained and cannot be found in such latest tax roll, then such notice be addressed to such owner at the county seat of said county where the land is situated, to-wit: Albany, Linn County, Oregon.

DATED this 3rd day of May, 1972.

LINN COUNTY, OREGON

By Floyd O'Halloran
Chairman

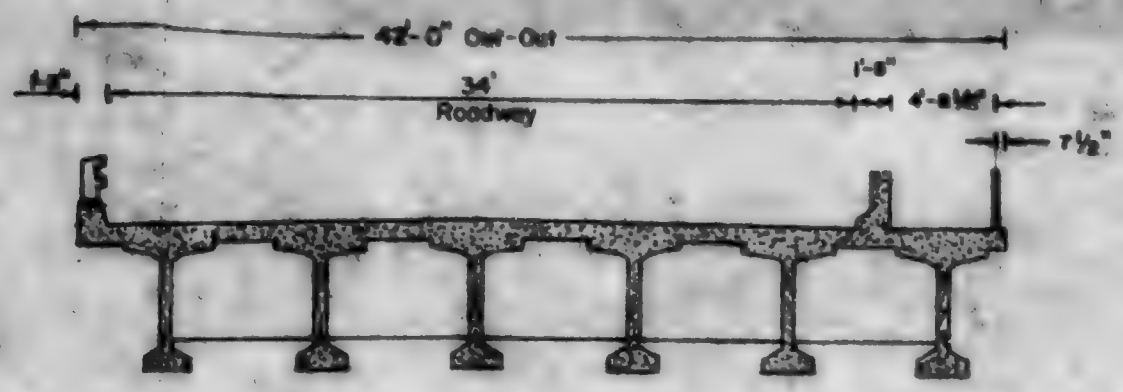
Eugene L. Richardson
Commissioner

Burl Ingram
Commissioner

APPROVED AS TO FORM
Jackson Lovell
Linn Co. District Attorney
No. 72-098

5-4-72 I hereby certify that the copy to be a true, full and correct copy of the original now on record in my office.
FILED IN Linn Co. Clerk
County Clerk
Deputy

2 - Resolution
Mkt. Rd. 4 (Green's Bridge)

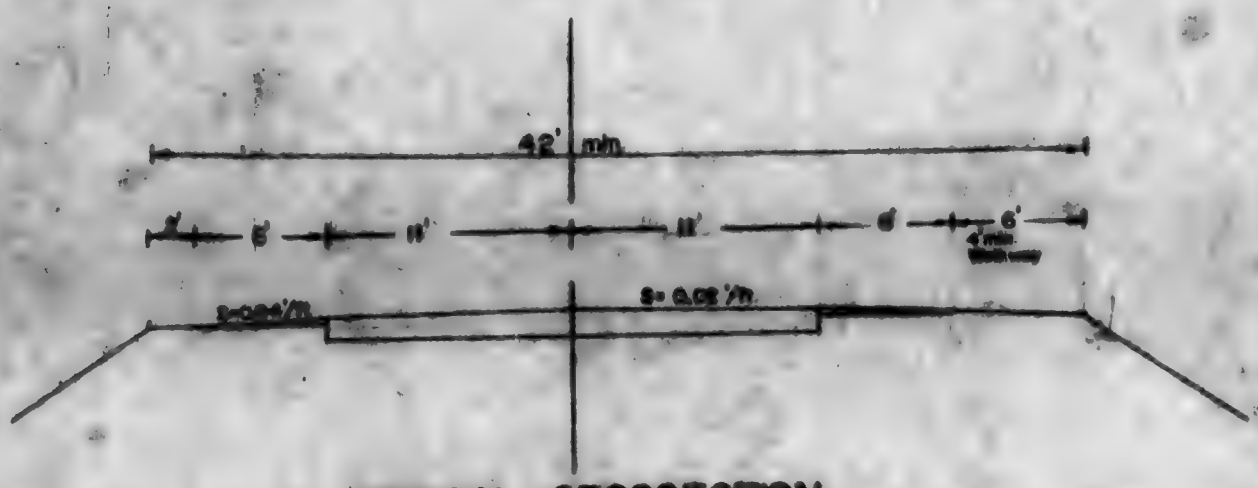


Typical Section Near Midspan
Scale 1"=10'-0"

N. 89° 44' 32" E.
Solar Observation

30'

30'



TYPICAL CROSSECTION
Scale 1" = 10'-0"

Lester Malone

Exc. Cor Fd. Brass
Sta. 18+57.2

Δ = 3°26'30"
D = 1°00'
T = 172.15
L = 344.15

(OLD) P.S. 7+93.7
30' 1/2 Rods

N 0°38' E
264.56

30' 1/2 Rods
P.T. 10+07.33

County Road
620

Iron Pipe & Posts

20' 20'

TL. 300 279-487
LESTER M. MALONE Sr.
Route 1
Jefferson, Oregon
10-2-8

0.42 A

60' Right-of-way

0.42 A.

Existing R/W

S 86°18 02W 412.54'

Existing Pave

TP

Existing R/W

(OLD) BC 71.53'
Set 1/2" Rod

SANTIAM RIVER

Bridge

0+00 Conc. Pier

End of Approach 0+38

P.C. 0+35.60

Angle Point
Sta. 10+36.50
1°11'25" Left

Δ = 34° 11' 30"
D = 12°
T = 146.86
L = 284.93

S 69° 44' 32" W

PP

PK

Set 1/2" Rod

Proposed R/W

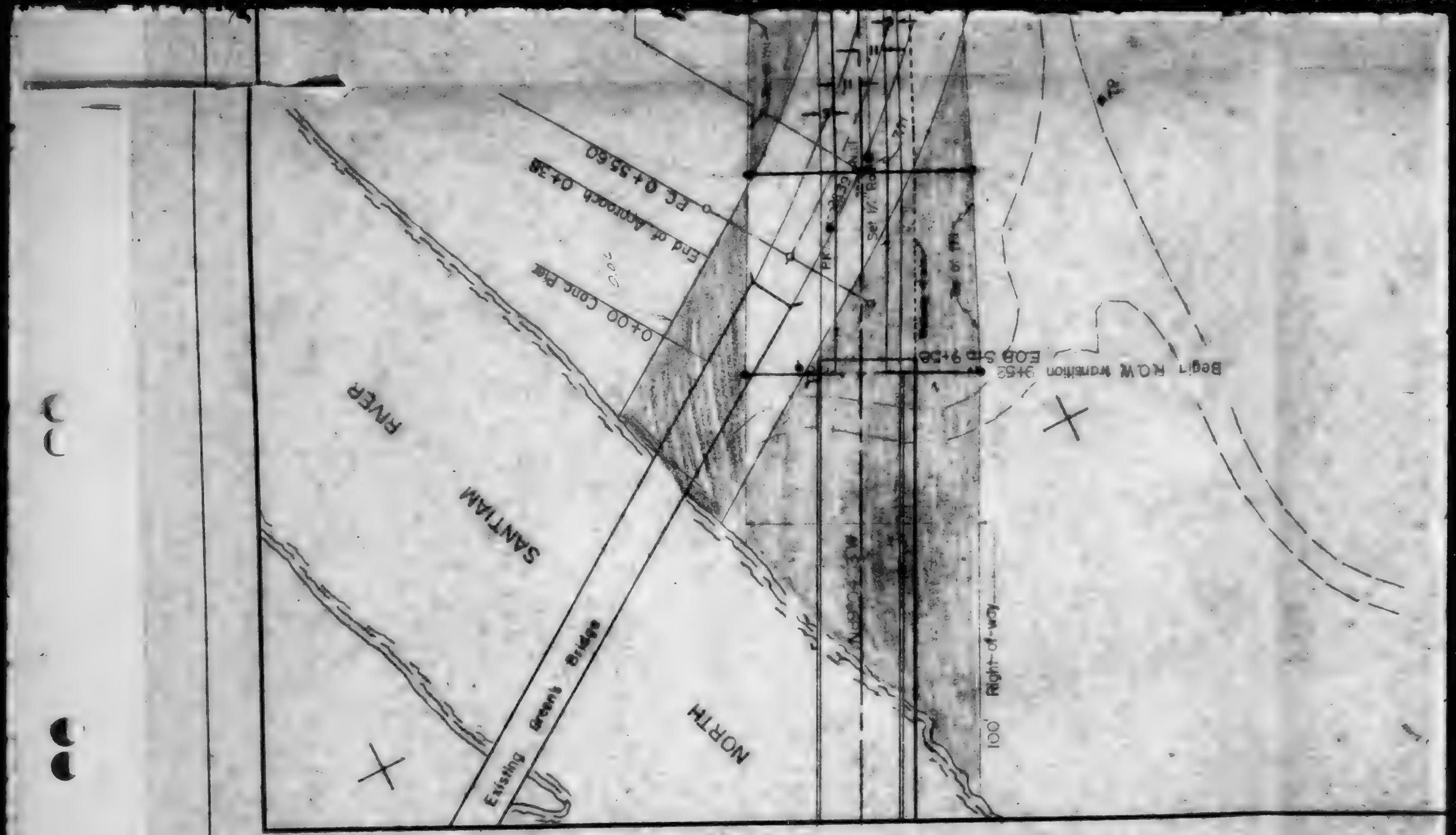
Edge of Pvmt

Right-of-way

Begin R.O.W transition Sta 9+52
E.O.B Sta 9+59

TP

Dale Eisen



PLAN			
NOTE BOOK	SURVEYED		
No.	PLOTTED		
	ALIGNMENT CHECKED		
	RT. OF WAY CHECKED		
DATE	BY		

4	Location of Bridge, Detail & Abutment Footings	MLC	8-14-72
3	Projection, Traffic Lane and Shoulder Width	MLC	7-5-72
No.	Description	By	Date

COUNTY ENGINEER'S OFFICE

CREEKS BRIDGE

12-71-3

15+00

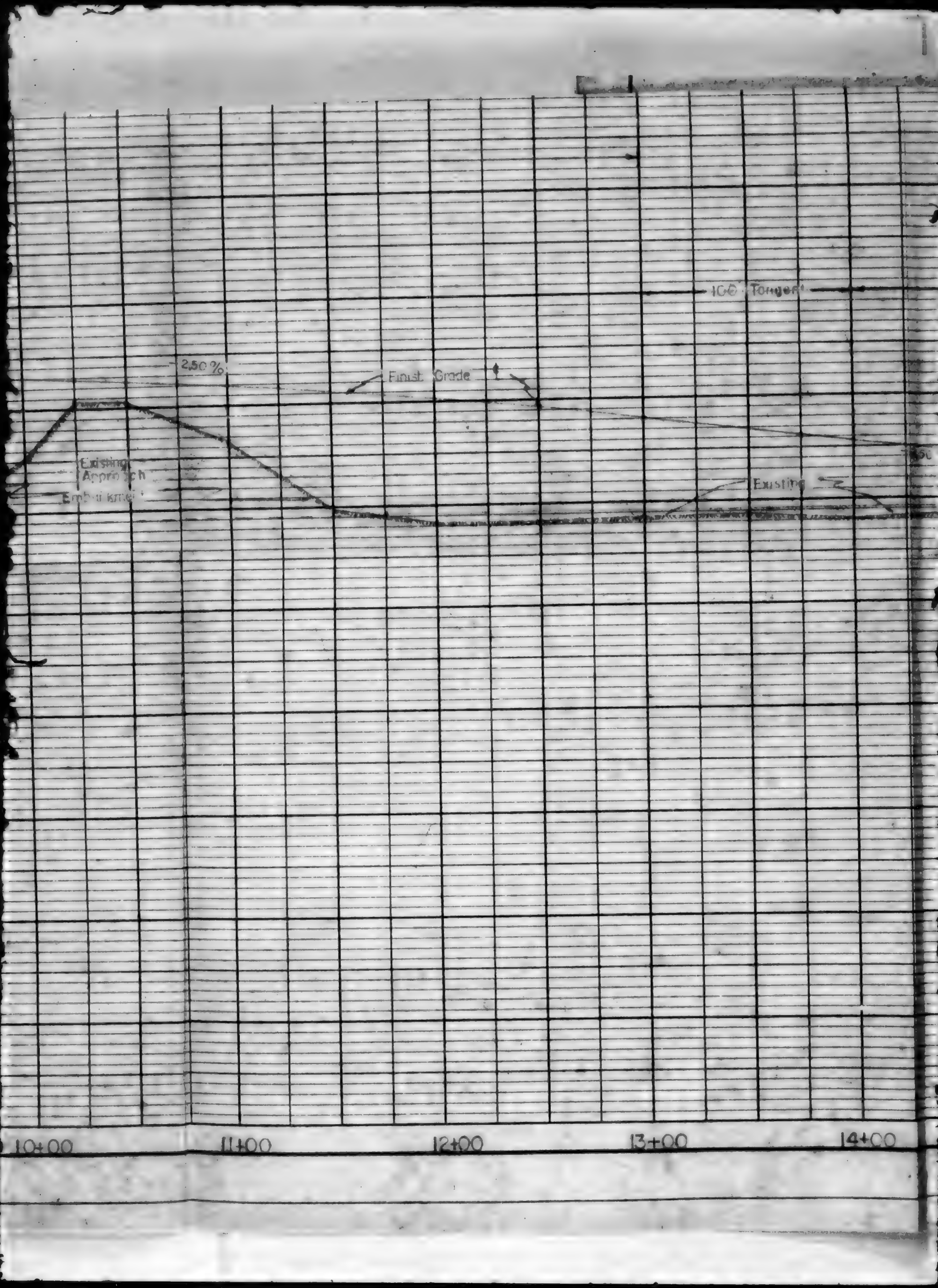
16+00

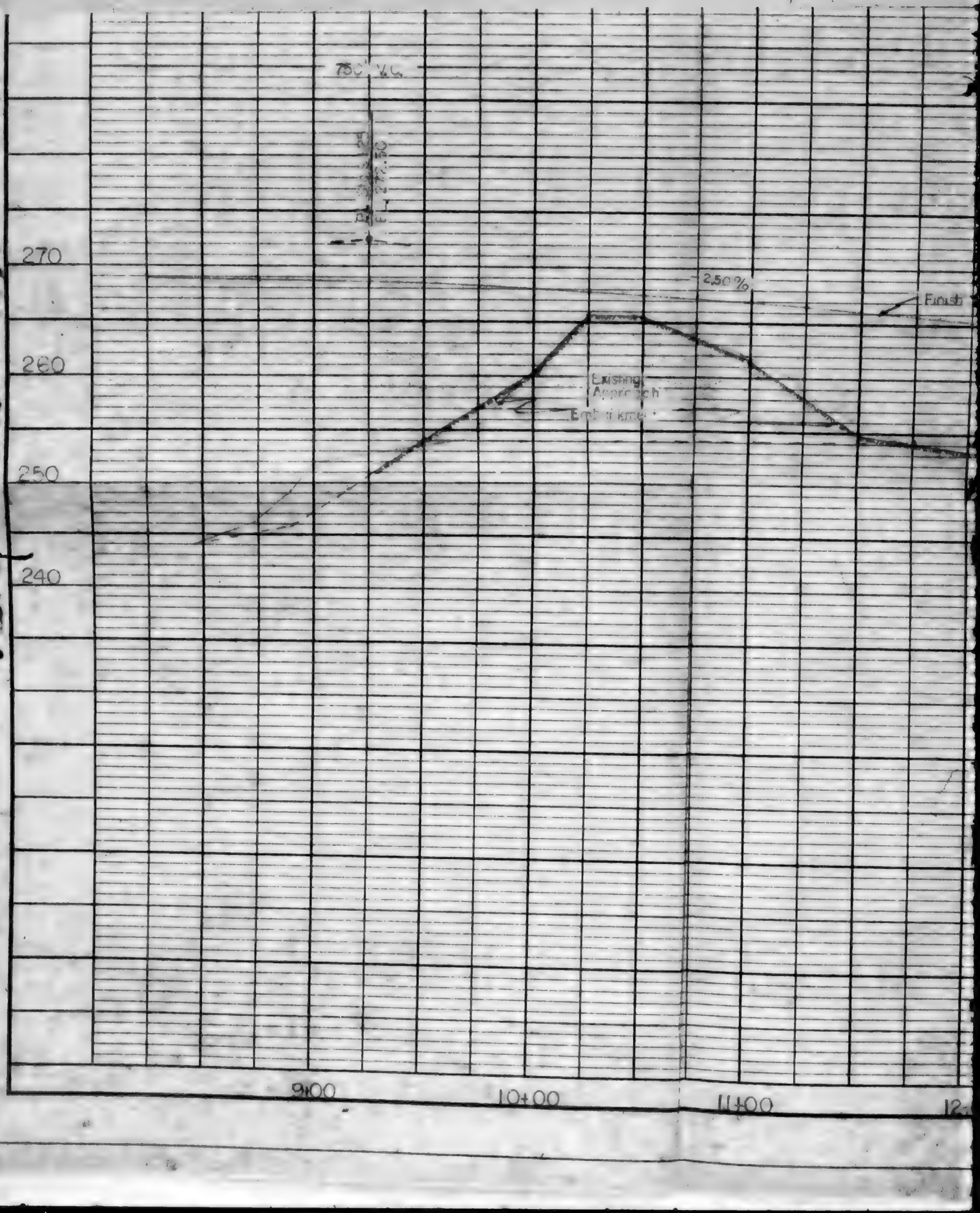
17+00

18+00

K+E PLATE 1, PLAN-PROFILE
KEUFFEL & ESSER CO.

48 7008 MADE IN U.S.A.


100 Tonner
250 %
Finist. Grade
Existing
Approach
Existing
10+00
11+00
12+00
13+00
14+00


270
260
250
240
2.50 %
Finish
Existing
9+00
10+00
11+00

Scale 1" = 50'

N 86°01'30"

Begin R.O.W. transition Sta. 2+20

JEFFERSON

S 47°23'32" W
430.18

TO

1800'

Henry & Irene Little

End R.O.W. transition Sta 4+72

0.0223 AC

975'

60' R.O.W.

Iron Pin

Edge of Shoulder

Edge Pave

Toe of fill

23'

12'

12'

N 86°46' 28" W

1076'

Set 1/2" Rod

Edge Pave

Set Rod

Edge of Shoulder

Toe of fill

Subject to 15' Irrev.
Fresh Grade at Centerline

N 88°46' 28" W
263.43

Nail

Hub

800'

0.018312

Roy D. & Gladys E Tilley

Scale 1"=50'

106°01'

Begin R.O.W. transition Sta. 2+20

JEFFERSON

TO

S 47°23'32" W
430.18

End R.O.W. transition Sta. 4+72

0.0223

975.0'

1800.0'

Henry & Irene Little

End R.O.W.

Toe of fill

Edge of Shoulder

Edge Pave

22'

12'

12'

Set Pin

Edge Pave

Edge of Shoulder

Toe of fill

PP

N 86°46'26"W

107.61

Set 1/2" Rod

N 88°46'28" W
263.43

Hub

Nail

Subgrade 1.5' below
Finish Grade at Centerline

800.0'

0.018312

Roy D. & Gladys E Tilley

Green's Bridge

Check given to Duane
10/10/72
[signature]

MARION COUNTY FUND CLAIM

INVOICE NO.	P.O. NUMBER	DATE	AMOUNT
R/W		9-27-72	$250.00
TOTAL			$250.00

Attached is Warrant in Full Payment of Above Claim

MARION COUNTY WARRANT
Salem, Oregon

96-2
1232

32[illegible]

OUT OF FUND NO. 12

DATE 10-09-72

BY ORDER OF THE COUNTY BOARD OF COMMISSIONERS
TO THE COUNTY TREASURER, MARION COUNTY

******250 DOLLARS AND 00 CENTS

AMOUNT
$******250.00

PAY TO THE ORDER OF TILLEY,R D & G E & TRISKA,R

[signature]
COUNTY CLERK

The First National Bank of Oregon • Salem Branch • Salem

⑆123200021⑆ 0 65064 ⑈

MARION COUNTY

Greens Bridge

BOARD OF COUNTY COMMISSIONERS

COURTHOUSE • SALEM, OREGON 97301 • PHONE 364-4401 EXT. 21

John A. Anderson
Director of Public Works

DATE

E September 21, 1972

A signed deed has now been received from
r. & Mrs. Roy D. Tilley. This is in connection
th acquiring additional right of way for the
provement of a portion of Market Road No. 1 near
e Santiam River.

Please make check for $250.00 payable to
OY D. TILLEY, GLADYS E. TILLEY and RICHARD E.
RISKA, their attorney. Please deliver check to
y office for transmittal.

Duane R. Ertsgaard

SIGNED

...N R72P This Order by Boise Inc. Box ...5 Dallas Texas

RECIPIENT KEEP THIS COPY, RETURN WHITE COPY TO SENDER

file in Greenes Bridge

MMISSIONERS
NRY C. MATTSON CHAIRMAN
T McCARTHY
RRY CARSON, JR.
ECUTIVE SECRETARY
RUCE PROSSER
GAL COUNSEL
DUANE R. ERTSGAARD

MARION COUNTY
BOARD OF COMMISSIONERS
COURTHOUSE
SALEM, OREGON 97301

TELEPHONE 364-4401
AREA CODE 503

RECEIVED
AUG 18 1972
MARION COUNTY ENGINEER

MEMORANDUM

DATE: August 18, 1972

TO: Ted Kuenzi
Department of Public Works

FROM: Duane R. Ertsgaard
Marion County Legal Counsel

RE: Marion County vs. Roy D. Tilley, et ux

The following is the substance of a telephone communication from Mrs. Tilley in connection with the road widening relating to the Green's Bridge construction:

> She indicated that her lawyer had just informed her on 8/17/72 that they should let Marion County know by today whether or not they would accept settlement of $250.00 for 800 square feet. She said they would accept this; however-----
>
> She informed us that Marion County representatives told them that their driveway would not be raised and Linn County officials told them the driveway would be raised. She said if the driveway was raised, they will file suit.
>
> Also, Marion County representatives told them that a four-foot frontage strip in front of their home is County right of way at the present time. She maintains that this strip is their property and the head surveyor and county engineer (Mr. Wallace) from Linn County agree with them that this strip is their property and not Marion County right of way. She said if anyone sets one foot on that strip, they will also file suit.

Pursuant to this, I am submitting a proposed form of deed for signature but I think it is important that somebody have some contact with the Linn County officials to check regarding the conflicting information. It is no wonder we have trouble settling these cases with people when, in fact, the public representatives cannot agree on the facts as presented. I would appreciate it if you would take to Mr. Wallace and determine, whether or not, in fact, such representations were made to the Tilleys.

DRE/nlb

OFFICE OF
LINN COUNTY ENGINEER
3010 INDUSTRIAL WAY
ALBANY, OREGON 97321
Phone 926-9451

RICHARD DALKE, P.E.
County Engineer

GORDON B. WALLACE, P.E.
Assistant County Engineer
GARY WILLIAMS
Administrative Assistant
DEL BURKHART
Road Superintendent

RECEIVED
COUNTY & CITY SECTION
FEB - 9 1972
ENGR. ☑ COOR. ☐ JE ☐ AE ☑ UE
UPE ☑ CE ☒ NE ☐ RPE ☐

January 31, 1972

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Re: Green's Bridge Project
FAS 126

Gentlemen:

A public hearing was held on January 20, 1972, at the Jefferson City Hall. The informal portion took place between 7:00 and 8:00 P.M., the formal session from 8:00 to 8:25 P.M.

Testimony was taken from eight people. We received in addition to the oral statements, one written statement from Mr. & Mrs. Ray Tilley within the ten days following the public hearing. (A copy is attached.)

The county has considered the social, environmental, and economic benefits of this project and finds that it is compatible with the land use, arterial system and in the best interests of the county.

We hereby request that approval be given to the project as presented and that the bridge width be established at 32 feet clear width as proposed by Marion and Linn counties and as shown on the attached typical section.

Enclosed herewith are the following:

1. Affidavits of publication for hearing notice.
2. Typewritten transcript of the hearing and a letter from Mr. & Mrs. Ray Tilley.
3. A copy of the environmental statement.
4. Typical section of roadway.

If additional information is necessary, please notify the undersigned.

Sincerely,

Richard Dalke

Richard Dalke
Linn County Engineer

RD:bms
Encl. (4)

RECEIVED
STATE HIGHWAY COMMISSION

ENVIRONMENTAL STATEMENT By: Linn County Engi

Project: North Santiam River Greens Bri Section

Location & Description of Project:

The proposed project consists of constructing a 450 foot long reinforced concrete bridge. The width required for present regulations would be 36 feet clear width, however, it is the feeling of both counties that a 32 foot wide bridge will provide adequate width for the present and anticipated traffic loading. The additional 4 feet of width would increase the cost by approximately 10% and does not provide for any future additional lanes. A sidewalk will be provided on the upstream side of the bridge. Construction of approximately 1,000 feet of roadway with two 12 foot travel lanes and two 4 foot paved shoulders will be provided. The project will replace, on a revised alignment, the existing steel truss span that will be removed upon completion of the new bridge.

Purpose of Project:

The purpose of this project is to remove a substandard bridge and to replace it with a safe, modern, concrete structure. This road is an important inter county road linking the towns of Scio in Linn County with Jefferson of Marion County.

Discussion of Environmental Impacts:

The proposed project will provide Marion and Linn Counties with a bridge structure that will be safer, more aesthetically pleasing and benefit transportation systems of both counties. An economic benefit will also become apparent with reduced maintenance costs.

Additional right-of-way will be obtained requiring the taking of some agricultural land and one residential lot now unoccupied. Land will be exchanged by returning those portions of the old right-of-way not needed for the project. Right-of-way acquisitions will not require the relocation of any person from his home, farm, or business and all access points will be restored in a like or better manner. There are aerial utilities that will require adjustments.

There are no park, recreation, or historic facilities directly affected by the project nor will any wildlife nesting or feeding grounds be adversly affected. The feasibility of construction of a boat landing facility on the old right-of-way will be investigated and provisions for a bicycle path will be made. No major inconvenience will occur to the road users during construction because the existing bridge and roadway will be in use until the new facility is completed. Adequate flagging and signing for the temporary protection and direction of traffic will be provided.

It will be necessary to remove several trees along the new right-of-way. However, every effort will be made to minimize the number removed.

All necessary precautions will be taken during construction so that there will be minimal, if any, detrimental impact on the river, its aquatic resources, and the natural environment in general.

Summary:

The proposed project is an important element in the transportation system of both Linn and Marion counties. The benefits of the revised alignment and new facility far outweigh the minor loss of private land and buildings. The detrimental impact, if any, on the local environment will be negligible.

RECEIVED
COUNTY ROAD DEPT.
JAN 21 1972
LINN COUNTY
OREGON

CORRIDOR-DESIGN HEARING

NORTH SANTIAM RIVER
(GREEN'S BRIDGE) SECTION OF FAS 126

. Mullen: "Ladies and gentlemen, the time is 8:00 P.M., Thursday, January 20, 1972, which time has been set for the public hearing on the North Santiam River (Green's Bridge) Section of FAS 126 near the City of Jefferson, Linn and Marion counties."

"The proposed project will be constructed under the Federal Aid Secondary Highway program. Since this route is a part of the local road portion of the Federal Aid Secondary Highway System, it is eligible for the expenditure of Federal Aid Highway Funds for its improvement. When a county has exercised its exclusive privilege to select projects on its Federal Aid System, it requests the approval of the State Highway Division and the Federal Highway Administration. The state proceeds with the survey, design and preparation of plans, specifications and estimates of cost. The county holds the required public hearings, this is being done this evening, acquires rights-of-way and is responsible for utility relocation. The role of the Federal Highway Administration is to approve, disapprove, or require modifications or revisions in the individual project proposals to conform to the provisions of the Oregon Secondary Road Plan as adopted by the State Highway Division in cooperation with the local road officials, and approved by FHWA. The Federal Highway Administration's approval of a proposal commits the Federal Government to pay its legal pro-rata share of the approved cost of the project when that project has been successfully constructed. The Federal Government's pro-rata share in the construction costs of the project is approximately 60 per cent with the remaining 40 per cent being shared equally by the State and County."

"The Federal Highway Administration has put into effect a revised Policy and Procedure Memorandum 20-8 governing public hearings. This memorandum sets forth the rules under which we are conducting tonight's corridor-design hearing relating this proposed Federal Aid Highway Project. We are here to afford you the opportunity to express your opinions regarding the proposal, and to encourage your full and effective participation in the construction of the proposed project."

"Further, under Policy and Procedure Memorandum 20-8, you may make both oral and written statements, and in addition anyone, regardless of whether he has or has not made a statement tonight, will have an additional ten days to submit written comments which will be made a part of the record of this hearing. Such written comments should be mailed to the County Road Department of the respective counties, that would be Linn and Marion counties."

"This hearing, including all statements and comments, will be transcribed verbatim and sent to the State Highway Department for review. All testimony given at tonight's hearing will be evaluated to determine the socio-economic impact, the environmental effects, and the feasibility of the proposal."

"We will follow a schedule in the conducting of this hearing: first, an engineering description of the proposal will be presented; next, an explanation of right-of-way procedures and relocation assistance will be given; then

illen (Cont.): everyone wishing to make a statement will be given the opportunity to do so."

"So that you may know those of us here, I will introduce the following people to you, starting with the County Engineer and ask the Engineer to give his engineering description":

. Dalke: "I have some drawings attached to the wall that indicate the existing alignment and the proposed alignment. The drawing with the red coloring indicates the existing alignment, that with the orange indicates the proposed alignment."

"The project will replace, on a revised alignment, the existing steel truss span that will be removed upon completion of the new bridge. The drawings show the alignment proposed and the preliminary profile for the bridge and approaches. The lower section of each line shows the profile of the bridge structure itself."

"The proposed project consists of constructing a 480 foot long bridge. The width required for present regulations would be 36 feet clear width, however, it is the feeling of both counties that a 32 foot wide bridge will provide adequate width for the present and anticipated traffic volume. The present traffic volume is 835 vehicles per day and it is estimated that a 20 year projection will increase this by a factor of 1.7. A 5 foot 8-1/2 inch wide sidewalk will be provided on the downstream side of the bridge. The sidewalk will be separated from traffic by a concrete barrier. It will be necessary to construct approximately 1,000 feet of roadway with two 12 foot travel lanes and two 4 foot paved shoulders.

"The type of construction will be either precast prestressed concrete beams or steel beams with a reinforced concrete deck. The piers and abutments will be of cast in place concrete, and the foundations supported on piling or spread footings. The approach roads will be surfaced with asphalt concrete."

"The purpose of this project is to remove a substandard bridge, having a load limit of 20 tons and a clear width of 20 feet and to replace it with a modern, safe, concrete structure. This road is an important inter county road linking the towns of Scio in Linn County with Jefferson of Marion County. This bridge project will provide Marion and Linn Counties with a bridge structure that will be safer, more aesthetically pleasing and benefit transportation systems of both counties."

"We have an environmental statement here which is available for anyone who desires one."

F. Mullen: "Thank you very much, Dick, and now to proceed we will have a brief discussion on right-of-way procedures: Any property which is required for the construction of a project, such as the one being discussed today, will be appraised on the basis of "Market Value". Market Value is defined as the price a willing buyer would pay for property offered by a willing seller with neither party having any obligation to either buy or sell. To pay more than the Market Value of property would be unfair to the taxpayers who provide the monies for the road improvements. To pay less than Market Value would be unfair to the property owner.

Mullen (Cont.): "Also, a relocation study is made to determine the eligibility for relocation benefits due each property owner or tenant. Relocation benefits are not a part of Market Value but rather are in addition to the payment for the real property. The replacement housing policy for this project will be in conformance with United States Department of Transportation, Order Number 5620.1. Copies of this order are available at this meeting if they are desired."

"The relocation benefits include:

1. Relocation advisory assistance to all individuals, families, businesses, or farms displaced as a result of public improvements as well as adjacent property owners who suffer substantial economic damage resulting from the right-of-way acquisition.

2. A moving payment for those individuals, businesses, farms and non-profit organizations who are in occupancy on the first negotiating call for their actual and reasonable costs to move personal property up to 50 miles. As an alternative to actual costs of moving, an individual or a family living in a dwelling is eligible to receive a $200 dislocation allowance and a schedule move up to $300 depending on the number of rooms of furniture to be moved.

3. Under certain conditions, displaced farms and businesses may be eligible for benefit payments in lieu of actual moving costs up to $10,000.

4. For owner occupants of dwellings of more than 180 days prior to the start of negotiations, under certain conditions, an additional payment for the additional cost necessary to purchase a replacement house, to compensate the owner for increased interest costs in financing a replacement house, to reimburse the owner for incidental expenses to the purchase of replacement housing, the combination of which may not exceed $15,000.

5. For owners and renters of more than 90 days prior to the start of negotiations who prefer to rent, a rental replacement housing payment up to $4,000 may be made to allow the rental of a decent, safe, and sanitary dwelling.

6. For owner occupants of dwellings less than 180 days and more than 90 days and renter occupants of dwellings of more than 90 days prior to the start of negotiations who elect to purchase a decent, safe and sanitary house, an alternate benefit to apply on the down payment is available within certain monetary limits. An additional benefit is also available within certain monetary limits to defray the incidental costs necessary in the acquisition of the replacement property. The combination of these benefits may not exceed $4,000.

"The Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the Federal Highway Administration operating procedures are vey complicated and complex. The dollar figures, just quoted,

llens (Cont.): are maximum figures. You are cautioned benefits must be computed in accordance with these laws and regulations and on an individual basis. Usually, the benefits do not reach the maximum quoted.

The time required for right-of-way acquisition and relocation is estimated at one month from date of authorization of the project. This will permit adequate appraisal and negotiation time and provide at least 90 days for relocation of the displaced person affected after notice of acquisition. In addition, no persons or families will be displaced until they have been relocated to decent, safe and sanitary housing, obtained the right of possession of adequate replacement housing, or have been offered decent, safe and sanitary housing which is available for immediate occupancy. No owner occupant will be required to move until either he has been paid for his property or the money has been deposited in the registry of the court.

It is estimated no individuals or families will need to be relocated for this particular project.

The right-of-way program for this project will be under the supervision of Mr. Thurlwellof Marion County and Mr. Wallace of Linn County, whose offices are located at Marion County Courthouse and the Linn County Road Department. The telephone numbers are 588-5036 for Marion County and 926-9451 for Linn County.

That is basically the ground rules and now at this time we are going to hear a number of people; to continue our reading - at this time statements will be taken for or against the proposal, and I want to again assure you that the entire proceedings of tonight's hearing are being recorded and will be reviewed and evaluated. Once again I would like to remind you that we will accept additional written comments for ten days after the close of this meeting. We ask you to confine your remarks to the relative merits of the proposal. Problems of personal concern may be discussed and perhaps resolved after the close of the meeting.

As your hearing officer, I think I have the choice of calling on the first person that we want to hear from and I am just going to take that opportunity. I am going to call on, at this time, Ted Kuenzi, who is Assistant Engineer for Marion County. Ted, would you want to come up and make a few remarks? Come up to the front, please.

T. Kuenzi: I just have a few remarks to make tonight; since Marion County has concurred with the project that is laid out here before you this evening and we also concur in the statement that was made here earlier that we think 32 feet in width is enough for this bridge. I think that's about all I have to say. Thank you.

Mullen: Thank you very much, Mr. Kuenzi. Bob Prang of the Oregon State Highway Department, would you want to make a statement?

Prang: I have no remarks to make, thank you.

Mullen: Lou Pierce, bridge consultant?

Pierce: No sir, I have no remarks at this time. Thank you.

Mullen: Gene Richardson, Linn County Commissioner.

Richardson: No, Floyd, Thank you. I would like to say that I think this will be a real asset particularly to the people of the community of Jefferson. There is nothing more I have to say.

Mullen: I will.....there are two other people who have signed and said they would like to be heard previously, and Mr. Dalke says there may be some more. If you would please fill them out you are all going to have an opportunity to be heard. I guess we should have put the time of evening on here, I don't know who call first. Doug Bradley, you have more water down on your place than anybody else tonight so we're going to hear you first.

Bradley: Mr. Chairman....

Mullen: Would you come up in front please and give your name?

Bradley: Mr. Chairman, my name is Doug Bradley (garbled) and I run the school buses here and we haul about 50 kids a trip. We make two trips across that bridge every day. Today we just got back from Scio with about 60, which made another 120 kids that we hauled across there, and on a night like this it kind of makes it a little nervous coming on that bridge when you see the way some of these other guys come the other direction, and I don't know any thing that would hurt this community any worse than to have somebody run head on into a bus out there. And, as far as the safety angle, I am 100% for it. I think its something we've needed for a long time, and any way I can help I would be glad to do it and I don't think I should have anything to say about where you locate it, how you locate it, I think that should be up to the Engineers but from the safety standpoint, I am 100% in favor of the bridge and as quick as we can get it.

Mullen: Thank you very much Mr. Bradley.....Dallas Harris.

Harris: Mr. Chairman, ladies and gentlemen, I sit with Doug on our local fire board here and since we purchased our last tanker, we cannot legally cross Green's Bridge with a full load of water, and we have quite a bit of that portion of Linn County down in the Helm's neighborhood which is in our fire district and I think for the fact of fire prevention that a new bridge would be much to our advantage and I've felt that need of better quality in that area for a long time when we've had to move harvesting equipment across there, even trucks, you know, and so I would be in favor of it and I'm speaking more, though, for the fire district and fire protection. This is a problem that we've known has been here for quite a while and as our fire equipment gets bigger, which it certainly will, with this 20 ton load limit we are 5,000 pounds over on one of our tankers. Thank you.

Mullen: Thank you very much, Mr. Harris.....Dale Turnidge.

Turnidge: Chairman Mullen, ladies and gentlemen, I simply want to express the point of view of the school board in this district. We have had this problem that Doug talked about mentioned to us many times and I think I can safely speak for the school board in saying that this is a serious problem and we don't like to cause our children to be subjected to this danger in crossing the bridge and would very much like to see it repaired. The board has appeared before various groups in an effort to get this thing corrected and we would like very much to do it. I can say also from the point of view of my own experience, that I cross the bridge as an individual the same as the rest of these people and this bridge has been obsolete for many, many years. It is a frightening experience to cross that bridge and I want to go on record as being very much in favor of the new bridge. As Doug says, how you build it is not for me to say but I am sure in favor of it.

Mullen: Thank you very much, Mr. Turnidge.....Lester Malone.

Malone: I'm Lester Malone. Not only am I for the bridge but it is about 30 years overdue. It's a must, I realize that, but my big concern now is the fate that it has on the property, my front yard, and my field. A just settlement is what I'm asking for and the grade for the new bridge, I would rather it wouldn't start any further east than what my present driveway is because it would be bad to bring it on up. In other words, I would be dropping off to get into my driveway if they started any further east than what my present driveway is, and, I am for the new bridge.

Mullen: Your property, Mr. Malone, is east of the bridge and north of..... (interrupted by Mr. Malone).

Malone: Northeast of the bridge.

Mullen: Yes, thank you very much.

Malone: Thank you, Sir.

Mullen: Dyrol Burlison.

Burlison: No comments, sir.

Mullen: Now, are there any other comments? We want to give everybody a chance to say something.....Wallace Dawson. I'll introduce Wallace Dawson.

Dawson: I am Wallace Dawson, civic leader and city councilman. I feel the same way as expressed that this was a long overdue thing, this bridge, and I am in favor of building the new bridge here with the 32' width.

Mullen: Well, thank you very much, Mr. Dawson. We are going to give anyone in the audience an opportunity to be heard either for or against. So this is your chance right now to be heard.....Dale Eisenman.

Eisenman: My name is Dale Eisenman and I own the land adjacent to the East end of the bridge and I am very much for the bridge. It's, as it has been said here so many times, it is long overdue. It's either a horse and buggy or

Eisenman (cont.) a Model T Ford bridge, and the traffic of today is too heavy and too fast for it. There was a couple questions that I would like to ask, possibly the engineer, and that is - what is the width of the Stayton Bridge?

Marion County Engineer: 32 Feet.

Eisenman: 32 Feet. Well, then I would say that a bridge comparable with the Stayton Bridge would be, I think, well, adequate.

Mullen: Thank you very much, Mr. Eisenman. Anybody else who'd like to speak? Mr. Tilley? Mr. Roy Tilley.

Tilley: I'm Roy Tilley, I own the land out there across town on the West side of the bridge and I'm very much in harmony for the bridge. I well agree that we are far overdue for a better bridge and one more substantial. Living there close to the bridge, I would imagine I cross it probably, you know, as much as most of the neighbors do. But I am quite concerned of just how it will affect me right in front of my house. And the footage, you say you'll have to have some footage additional to the roadway that we've got there, now I'm wondering about how much footage, how much additional footage south of the present right-of-way?

Mullen: All right, after our hearing we'll take that question up, immediately after the hearing you will have an answer, Mr. Tilley.

Tilley: Thank you.

Mullen: Anyone else want to be heard?

Kuenzi: One more thing for the record, Mr. Chairman.

Mullen: Yes, Mr. Kuenzi.

Kuenzi: Ted Kuenzi again. I just want to say for the record this is a 1912 bridge carrying 1972 traffic.

Mullen: Somebody said you were 30 years too late, by your figures you must be 60 years too late.

Tilley: Mr. Mullen.

Mullen: Yes, Mr. Tilley?

Tilley: I forgot one thing. If the engineer can do good, according to carrying their loads today, that the boys did in the horse and buggy days, we'll have no problems.

Mullen: Is there anyone else who wishes to be heard? Any other questions? After the closing of the meeting, Mr. Dalke is going to answer Mr. Tilley's question. I want to say this, I am sure on behalf of the Board of County Commissioners and Linn County, the same is true with Marion County, Dick Dalke, our engineer - we appreciate your coming out tonight. This thing has been slow, it has taken long years. I know Dale Eisenman has been on my neck ever since I've been in the office, over 5 years, and things kinda go slow but sometimes they end up mighty fine and we hope that they're going to have a fine bridge down there. It is very gratifying to we folks to know

Mullen (cont.): that there is not objections. I have attended other meetings and people get up and object for this or for that. It is very gratifying that you folks have not registered objections. We thank you for your consideration. Anybody else who wants to be heard? Let there be no further testimony, I thank all of you for being here tonight. I now declare this hearing officially closed at 8:25 P.M.

RECEIVED
... 1972

Roy Tilley
Rt.1 Box 317
Jefferson, Oregon 97352
January 25 1972

Marion County
Linn County

Gentleman:

This concerns the New Greens Bridge which is to be constructed in 1972. I am Roy Tilley and as yet I do not have the footage you are wanting off my front yard. This is very important to me as I have to live here and have no intention of selling or wanting to move. I am really concerned because this brings the road real close to me and will make it more dangerous for our operation. I have asked several times for more information but I dont get an answer.I cannot settle forwhat you call Larket price this is part of my frontage and Yard. The ground behind my shed does not intrest me near as much as my front yard we use the front yard constanley and for our truck garden in the summer. This road will be forever with us and we have to live by it. We pay taxes, and alot of taxes so we wish for some justice. The Roy Arnold place market price for it was $10,000 so they told us and you gave them $16,000 but there thinking was entirely different from ours they wanted to move.The Paul Little's will benefit by this they will add to there frontage or side next to the New Bridge. Could I suggest you use the right-away you bought from the Arnolds and not have to take from us. We hire lots of Children in our Raspberries back near where the new bridge will come by and we want some trees or landscaping done so it will take us away from the road. I am sure no one would want the road brought closer to their home and fields but the main thing is we want some solid understanding what you arethinking-for A just Settlement. All the people are for A new bridge we are too,But we have to know more about your thinking. Would you Consider trading the Ray Arnold buildings and I would clean it all off for this frontage. But I still would rather have my frontage. This will really hurt the value of my property.

Roy Tilley

Roy Tilley

Gladys Tilley

Gladys Tilley

ROAD HEARING NOTICE

Linn County will conduct a formal corridor-design public hearing on January 20, 1972, at 8:00 p.m. in the City Hall Council Meeting Room, Jefferson, Oregon, preceded by an informal information hearing at 7:00 p.m. at this same date and place, for the purpose of discussing the construction of North Santiam River (Greens) Bridge Section on Greens Bridge Road. The proposed project lies near the city of Jefferson, Oregon.

The proposal consists of constructing a reinforced concrete bridge approximately 450 feet long with 36 foot roadway and a sidewalk on the upstream side; and construction of approximately 1,000 feet of roadway with two 12 foot travel lanes and 6 foot paved shoulders.

Maps and other drawings showing the proposed location and geometric design will be displayed at the public hearing and, together with any other information about the proposed project, will be available for inspection and copying.

Tentative schedules for right-of-way acquisition and construction will be discussed; and information concerning the Relocation Assistance Program will be available.

A statement regarding the environmental effects this proposed project will have on the area will be available at the hearing for review and information, and is now available at the County Courthouse.

All interested citizens are invited to attend this public hearing. Written statements and other exhibits may be submitted to the Linn County Engineer, 3010 Industrial Way, Albany, Oregon, 97321, but must be received not later than 10 days after the public hearing.

CJ Dec. 16, 1971, Jan. 13, 1972

Affidavit of Publication

STATE OF OREGON }
County of Marion. } ss.

I, Wm. L. Mainwaring, being first duly sworn, on oath depose and say: That I am the editor, publisher, ~~manager, advertising manager, printer~~ of THE CAPITAL JOURNAL, a newspaper of general circulation, as defined by Sections 193.010 to 193.110, Oregon Revised Statutes, printed and published at Salem, in the aforesaid county and state, and that the

Road Hearing Notice

of which a printed copy is hereto annexed, was published in the entire issue of said newspaper for two successive and consecutive times in the following issues:

December 16, 1971, January 13, 1972

Wm. L. Mainwaring

Subscribed and sworn to before me this 13th day of January, 1972

Notary Public for Oregon

My commission expires 12/1/73

RECEIVED
COUNTY & CITY SURVEYOR
JAN 20 1972
ENGINEERING

ROAD HEARING NOTICE

Linn County will conduct a formal corridor-design public hearing on January 24, 1972, at 8:00 p.m. in the City Hall Council Meeting Room, Jefferson, Oregon, preceed by an informal information hearing at 7:00 p.m. at this same date and place, for the purpose of discussing the construction of North Santiam River (Greens) Bridge Section on Greens Bridge Road. The proposed project lies near the city of Jefferson, Oregon.

The proposal consists of constructing a reinforced concrete bridge approximately 450 feet long with 36 foot roadway and a sidewalk on the upstream side; and construction of approximately 1,000 feet of roadway with two 12 foot travel lanes and 8 foot paved shoulders.

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OS Dec. 16, 1971, Jan. 13, 1972

Affidavit of Publication

STATE OF OREGON, }
County of Marion, } ss.

I, Robert M. Pritchard, being first duly sworn, depose and say that I am the ~~[illegible]~~, advertising manager, ~~principal clerk~~ of THE OREGON STATESMAN, a newspaper of general circulation as defined by sections 193.010 to 193.110, Oregon Revised Statutes; printed and published at Salem in the aforesaid county and state; that the Toad Hearing Notice, a printed copy of which is hereby annexed, was published in the entire issue of said newspaper for two successive and consecutive weeks in the following issues: December 16, 1971, January 13, 1972

Robert M. Pritchard

Subscribed and sworn to before me this 13th day of January, 1972

Notary Public for Oregon

My commission expires 12/12/73

ROAD HEARING NOTICE

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PUBLISH: December 17, 1971
January 14, 1972

Affidavit of Publication

STATE OF OREGON, COUNTY OF MARION—SS.

I, Gusta G. Shields being first duly sworn, depose and say that I am the Editor and Publisher
(printer, foreman of the printer, principal clerk, publisher or business manager)
of THE JEFFERSON REVIEW, a newspaper of general circulation printed and published at Jefferson, in the aforesaid county and state, as defined by ORS 193.010 and 193.020, that Road Hearing Notice

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for 2 ~~successive and consecutive~~ weeks in the following issues: December 24, 1971 and January 14, 1972.

Gusta G. Shields

Subscribed and sworn to before me this 14th day of January, 1972.

Gladys A. Shields
Notary Public for Oregon

(My Commission Expires July 15, 1972)

ROAD HEARING NOTICE

Linn County will conduct a formal corridor-design public hearing on January 20, 1972, at 8:00 p.m. in the City Hall Council Meeting Room, Jefferson, Oregon, preceded by an informal information hearing at 7:00 p.m. at this same date and place, for the purpose of discussing the construction of North Santiam River (Greens) Bridge Section on Greens Bridge Road. The proposed project lies near the city of Jefferson, Oregon.

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Dec. 16, 1971
Jan. 13, 1972

RECEIVED
COUNTY & CITY SECTION
FEB 2 1972

Albany Democrat-Herald

AFFIDAVIT OF PUBLICATION

STATE OF OREGON } ss.
County of Linn

I, Clifford P. Bryan, being first duly sworn, depose and say:

That I am the principal clerk of the publisher of the

ALBANY DEMOCRAT-HERALD

a daily newspaper of general circulation, as defined in Sections 1-609 and 1-610, Oregon Compiled Laws Annotated, printed and published at Albany in the aforesaid county and state; that the

Road Hearing Notice

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for 2 successive and consecutive weeks in the following issues.

Dec. 16, 1971 & Jan. 13, 1972

Clifford P. Bryan

Subscribed and sworn to before me this 20th day of Jan. 19 72

Nancy A. Betterman
Notary Public for Oregon.

My Commission Expires: My Commission Expires April 19, 1975

RECEIVED
OCT 11 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7795

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE October 9, 1972

FROM ORIGINAL SIGNED BY
R. D. ABERNATHY
L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7795, Extra Work Order No. 1

Project North Santiam River (Green's) Bridge

Highway FAS 126

Counties Linn and Marion

This order covers the cost of providing an on the job trainee as called for by the contract.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively approved by the Federal Highway Administration District Engineer September 7, 1972.

Your approval as of September 7, 1972 is requested.

Attach.

BMW:pr

fas 126
Linn Co

For valuable consideration, Linn County hereby assigns to Oregon Bridge Engineering Company any payments due the County from the Oregon State Highway Division in connection with the engineering costs incurred by Oregon Bridge Engineering Company during the construction of the N. Santiam River (Greens) Bridge Section on FAS 126 in Linn County.

Dated this 4th day of Oct, 1972

LINN COUNTY, by and through Its
Board of Commissioners

By Floyd C. McKeen
Chairman

By Eugene A. Rutland
Commissioner

By _____
Commissioner

Copy to Paul Hatcher

9/29/72

RECEIVED
COUNTY & CITY SECTION
OCT 9 - 1972
☑ ENGR. ☐ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

Mr. Richard Dalke
Linn County Engineer
3010 Industrial Way
Albany, Oregon 97321

September 29, 1972

Re: N. Santiam River (Greens) Bridge
FAS 126
Linn County

Dear Mr. Dalke:

Enclosed is another form for you to sign and return; however, this is a simple one. It authorizes our Accounting Section to make payments for engineering services directly to Oregon Bridge Engineering Company after their billings are approved by you and our Regional Engineer in charge of the project. This eliminates our paying the county and then you in turn paying Oregon Bridge.

Our Accounting Section has also informed us that, in the first instance, you will be reimbursed 100% of the lump sum preliminary engineering charges and then, when the entire project is completed, all construction and engineering charges will be adjusted in our final billing to you.

Very truly yours,

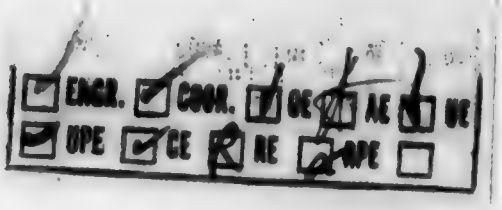
George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt

Encl.



fas 126
Linn Co

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 3, 1972

TO City-County Section
Attention Robert Prange

FROM R. W. Ellison R. W. Ellison
Bridge Administration Engineer

SUBJECT North Santiam (Greens) Bridge
FAS 126
Contract No. 7795
Revised Consultant Agreement

We have reviewed the supplemental agreement attached to your letter of September 29, 1972. This supplement revises the consultant agreement between Linn County and Oregon Bridge Engineering Company for engineering services on the subject structure.

We find this supplemental agreement to be in order.

RWE/ag

cc H. A. Schell
G. Hossner
A. E. Johnson
R. J. Wright w/attach.

Has 126 Linn Co.

S U P P L E M E N T A L

A G R E E M E N T

THIS SUPPLEMENTAL AGREEMENT, made and entered into by and between LINN COUNTY, by and through its County Board of Commissioners, hereinafter called "County," and the firm of Oregon Bridge Engineering Company, Consulting Engineers, an Oregon corporation, acting by and through its company officers, hereinafter called "Consultants"; and dated September 15, 1972.

WITNESSETH:

RECITALS:

WHEREAS, Linn County and Oregon Bridge Engineering Company entered into a Consultant Agreement dated February 1, 1972 pertaining to the performance of engineering services for the North Santiam River (Greens) Bridge; and

WHEREAS, said agreement was approved by the Oregon State Highway Division and the Federal Highway Administration; and

WHEREAS, it has been determined by Linn County and Oregon Bridge Engineering Company and the approving agencies that the aforesaid agreement, although remaining in full force and effect, should be supplemented by this agreement in the manner hereinafter set forth in order to more clearly define additional engineering responsibilities and costs; and

WHEREAS, there is attached hereto marked Exhibit "C" Supplement and Exhibit "D" Supplement, two sheets of paper setting forth the changes and additions in engineering services and costs.

NOW, THEREFORE, the premises being generally as stated in the foregoing RECITALS and in consideration of the mutual obligations contained herein, it is mutually agreed by the parties hereto as follows:

THINGS TO BE DONE BY CONSULTANT:

1. Consultant, as part of preliminary engineering, will be responsible for all foundation investigations and pile load testing necessary to properly design the project.

RECEIVED
COUNTY & CITY SECTION
SEP 27 1972
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ CE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

THINGS TO BE DONE BY COUNTY:

1. In addition to the lump sum payment of $24,000 for preliminary and design engineering services the County shall pay to the consultant the sum of $11,510.78 for foundation drilling and investigations and the sum of $15,722.01 for pile load tests.

2. In addition to the $30,000 payment for construction engineering services, the County shall pay to the consultant an additional amount not to exceed $25,000, it being expressly understood that the total amount for construction engineering for the project shall not exceed $55,000, based on the consultant's actual costs plus a fixed fee.

GENERAL PROVISIONS:

1. The parties hereto mutually agree and understand that, except as herein expressly modified, the agreement dated February 1, 1972 shall remain in full force and effect and apply to this supplemental agreement wherever applicable.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinabove written.

OREGON BRIDGE ENGINEERING COMPANY -
Consultant Engineers

By W. A. Palmateer
General Manager

ATTEST: Del K. Riley
County Clerk

LINN COUNTY, by and through its
Board of Commissioners

By Floyd E. Tuttle
Chairman

By Emmett L. Lindsay
Commissioner

By Burl Ingram
Commissioner

APPROVED:

By _____ Date _____
Oregon State Highway Division

APPROVED:

By _____ Date _____
Federal Highway Administration

EXHIBIT "C" SUPPLEMENT

PRELIMINARY ENGINEERING COSTS

Principal Design Engineer	304 hrs. @ $10.50± =	$3,190	
Project Engineer	840 hrs. @ 7.10± =	5,960	
Drafting, etc.	352 hrs. @ 4.45± =	1,570	
			$10,720.
Overhead Allowance @ 75.15%			8,060
Travel and subsistence	$800.		
Communications	150.		
Reproduction, supplies	300.		
Computer service	400.		
			1,650.
			$20,430.
Profit - 15%±			3,570.
			$24,000.

FOUNDATION INVESTIGATION

Foundation Drilling	$7,265.50	
Geologist - inspector	4,245.28	
		$11,510.78

PILE LOAD TEST

Northwest Testing Lab	$ 1,081.96	
Willamette Western	11,541.42	
Supervision	3,098.63	
		$15,722.01

TOTAL PRELIMINARY ENGINEERING $51,232.79

EXHIBIT "D" SUPPLEMENT

SUMMARY OF FIELD CONSTRUCTION ENGINEERING

1972	Project Engineer (Appel)	Est.	13	wks.	@ $56/day	$3,640.
	Asst. Engineer	"	13	"	@ 41/day	2,665
	General Supervision	"	3	"	@ 88/day	1,320.
	Survey Party	"	3	days	@ 20/hr.	480.
1973	Project Engineer (Bishop)	Est.	33	wks.	@ $65/day	$10,725.
	Asst. Engineer		22	"	@ 42/day	4,620.
	Design Engr., (Post-Tens)		1	wk.	@ 97.50/day	485.
	General Supervision		3	wks.	@ 94/day	1,425.
					TOTAL	$25,360.
	Plus Overhead at 75.15					19,060±
						$44,420.
	Fixed Fee					4,500.
	(Not to exceed $54,000)					$48,920.

Misc. Job Supplies	Est.	$ 300.
Job expenses - 46 weeks @40.	"	1,840.
Vehicle expenses - 53 weeks @ 110 mi/day @ 12¢ per mile	"	3,500.
		$5,640.

TOTAL ESTIMATED COST = $48,920 + 5,640 = $54,560.

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
9-15		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Linn & Marion
	9-8-72	PROJECT NO.
		S-390(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 2.0 mi. E. of Jefferson

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-72	0.09
OTHER *(Specify)*		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 664,894	$ 422,600

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. P. Curtis

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
Acting (Division Engineer)

G. L. Green
Date executed by Division Engineer SEP 8 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines, it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

GPO 906-714

August 31, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM L. H. Young
Programming Engineer

SUBJECT Project No. S-390(4)
N. Santiam River (Greens) Bridge

We are forwarding four copies each of project agreement estimate and project agreement for the above-listed project. Two copies of the project agreement have been signed by a Highway official.

In compliance with Mr. Whitton's Circular Memorandum, May 25, 1964, Subject: "Consideration of the overall interests of the public in the Federal-aid highway programs for the protection or improvement of parks and other outdoor recreational and historical resources", there have been no objections or suggestions made regarding this project.

The specifications and proposal contain certifications conforming to Mr. J. M. O'Connor's memorandum of February 23, 1968, in regard to nonsegregated facilities.

Enclosures

CL:js

Oregon State Highway Division

Federal Aid
Project No. S-390(4)

NORTH SANTIAM RIVER (GREENS) BRIDGE

FAS 126 IN MARION & LINN COUNTIES

Salem, Oregon, August 31, 1972

Project Agreement Estimate.

Greens Bridge #6418A (Sta. 4+78 to Sta. 9+58)

Temporary Protection and Direction of Traffic	All Required		$ 2,000.00
Mobilization	All Required		55,000.00
Embankment in Place	350 cu.yd.	4.00	1,400.00
Loose Riprap, Class 700	110 cu.yd.	13.00	1,430.00
Filter Blanket	20 cu.yd.	12.00	240.00
Shoring, Cribbing, Etc.	All Required		95,000.00
Structure Excavation	1,025 cu.yd.	6.00	6,150.00
Structure Excavation Below Elevation Shown	100 cu.yd.	5.00	500.00
Furnish HP12x53 Steel Piling	8,405 lin.ft.	5.00	42,025.00
Drive Steel Piles	99 only	210.00	20,790.00
Splice Steel Piles	20 only	50.00	1,000.00
Class A Concrete 3000 PSI (510 cy)	All Required		44,000.00
Class A Concrete 4000 PSI (1,705 cy)	All Required		193,000.00
Prestressing Steel (115,300 lb.)	All Required		46,000.00
Reinforcement (430,000 lb.)	All Required		59,000.00
Two Tube Aluminum Railing	505 lin.ft.	15.00	7,575.00
Pedestrian Handrail	494 lin.ft.	20.00	9,880.00
8-inch Culvert Pipe	90 lin.ft.	8.00	720.00
			$585,710.00
Temporary Erosion Control	All Required		$ 100.00
	Subtotal		$585,810.00
	Engr. & Cont.		78,584.00
	Laboratory Fees		500.00
	Total		$664,894.00

Length of Project - - - - - 0.091 mile

Federal Funds - - -

RECEIVED
AUG 29 1972

FOR FILING

7795

FOSTER

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

L. B. FOSTER CO.

REGIONAL HEADQUARTERS: ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

DATE: August 24, 1972

TO: Oregon State Hwy Commission

State Hwy. Building

Salem, Oregon

Dear Sir:

It is with a great deal of pleasure that we have commenced delivery of material to your property which is described as: 4 pieces of C12A Steel Sheet Pile Corners

in the county of Multnomah, State of Oregon, and on the order of (contractor) Hannan Bros. Const., Portland, Oregon. Although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the 17 day of August, 1972, and a lien may be claimed for all such materials or supplies delivered on and after that date. The payment by owner or lender to the contractor does not remove the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, in fact, paid, and no further notice or any subsequent delivery to the owner is necessary.

This notice is sent to you as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the State of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice, that you do not understand, or if we can be of any other assistance to you.

Very truly yours,

L. B. FOSTER COMPANY

Aileen Roberts

Aileen Roberts
Office Manager

AR/vb
REGISTERED MAIL NO. 87518

JOB: Greens Bridge

Oregon
(address)

NOTED 8-28-72
FLOYD OUERY

L. B. FOSTER CO. GENERAL HEADQUARTERS: PITTSBURGH, PA. • OFFICES IN PRINCIPAL CITIES

SAN FRANCISCO REGIONAL HEADQUARTERS:
ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000
SEATTLE, WASHINGTON • PORTLAND, OREGON • VANCOUVER, B.C. • ANCHORAGE, ALASKA • HONOLULU, HAWAII

P U B L I C J O B

Through the normal course of business, we would certainly not exercise a lien on your project — a project which is important to ourselves and to our customers. It is our understanding, however, that present laws dictate that we send this preliminary notice.

In order to preserve Lien and Stop Notice rights, a material dealer or sub-contractor has to send a preliminary notice, not later than 10 days after first delivery or commencement of work on each job, to the Prime Contractor.

We appreciate your cooperation in this matter, and hope that you will call if there are any questions.

L. B. FOSTER COMPANY

FAS 126

OREGON BRIDGE ENGINEERING CO.

P. O. BOX 72, SPRINGFIELD, OREGON 97477

COUNTY & CITY SECTION
TELEPHONE: (503) 746-6[illegible]
AUG 23 1972
ENGR. COOR. DE AE UE
UPE DE RE RPE

MEMORANDUM

To FILES Date August 18, 1972

From John H. Quiner II

Subject Pre-Construction Conference - Greens Bridge
Linn and Marion Counties Job No. 4-13

On August 18, 1972, a pre-construction conference was held in the office of Linn County Engineer Dick Dalke on the subject project. The following persons were present at this meeting: Ralph Hannan, Jr., Contractor; Dick Dalke, Linn County Engineer; Ted Kuenzi, Assistant Marion County Engineer; Jack Martin, Oregon State Highway Division; Wally Palmateer and John Quiner II of Oregon Bridge Engineering Co.

I am attaching a copy of the Agenda which was used during the pre-construction conference. Under references by item and number, refer to the particular item on this Agenda.

1. I described the relationship between Oregon Bridge Engineering Co. and the Oregon State Highway Division as to how the project will be handled. Oregon Bridge will be doing all the construction engineering and inspection as the Resident Engineer would do on a state project.

2a. Jack Martin stated that he wants Oregon Bridge to be responsible for all sampling and testing. Therefore, we will have all our testing done by Northwest Testing Laboratories in Eugene. A copy of all inspection forms is to be sent to OSHD. Mr. Martin stated that he would submit a monthly job report to OSHD.

2c. Linn County has acquired the necessary permits from the State Land Board. They have also checked further and found that there are no permits required from the Army Engineer or the State Department of Geology and Mineral Industries.

✓3a. All of the right-of-way has been either purchased or filed on, so that the contractor may proceed without any right-of-way problems.

3b. Before the meeting adjourned, Mr. Dalke checked with PP&L and made arrangements for a meeting on the job at 1:30 to discuss the removal of the power lines. At this 1:30 meeting we were advised that it would be at least one week and possibly two weeks before the power lines could be relocated. Wally will check with PP&L to see if this time can be reduced.

4b. Hannan Bros. Office Manager Mel Ruber has been designated as the EEO officer for the company.

4c. The Contractor will endeavor to get a pile buck trainee started to fulfill the on-the-job training programs.

4d. The Certificate of Nondiscrimination in Employment will be submitted to Oregon Bridge and kept on file. Jack Martin indicated that he would obtain the necessary posters required by FHWA. They will be posted at the contractor's field office.

4f. Oregon Bridge is to submit a monthly EEO form and conduct the necessary employee interviews for wage compliance.

5&6. Ralph Hannan indicated that he will submit a list of both subcontractors and material suppliers in the near future. He will also send a letter authorizing Oregon Bridge to check shop drawings.

7. Ralph Hannan indicated that he intends to start moving in next Monday, August 21. Due to the fact that the power lines have not been moved, this schedule will have to be delayed. It is the plan at this time to complete both Piers 1 and 2 this fall. His starting date for next spring will depend upon the snow pack and possible spring flooding, but itappears that late April or May will be the starting date.

8b. The contractor indicated that he will use a 520 link belt pile hammer.

8c. In preserving the vegetation at the West Abutment, I indicated that the brush and trees could be cut off at approximately the falsework grade in such a manner that it would not interfere with the falsework. All roots and growth below this point is to be preserved.

9. The contractor submitted his cofferdam details at this meeting and will submit falsework and forming details later this fall.

cc: Dick Dalke, Linn County Engineer
H. S. Cox, OSHD County-City Section
Walter J. Hart, OSHD Bridge Engineer
Mr. Ted Kuenzi, Asst. Marion County Engineer
J. Bruce Boyd - Attention: Gerald Wimer
Jack Martin, OSHD Resident Bridge Engineer, Albany

AGENDA

PRE-CONSTRUCTION CONFERENCE
GREENS BRIDGE

August 18, 1972

1. Explanation of how project will be handled with Oregon Bridge Engineering Company doing the construction engineering and inspection.

2. Things to be done by the State.

   a. Material sampling, testing and batch plant inspection.

   b. Provide an engineer in responsible charge and make frequent inspection to ascertain if work is in substantial conformance with the plans and specs.

   c. Obtain and pay for permits (page 4) 107.02.

3. County.

   a. Status of right-of-way.

   b. Status of utilities that are to be moved.

4. FHWA Requirements - Discussion.

   a. Payroll.

   b. E. E. O.

   c. On-the-job training.

   d. Cert. of Nondiscrimination in Employment.

   e. Posting of required posters.

   f. Etc.

AGENDA - Greens Bridge
Pre-Construction Conference

August 18, 1972

5. Subcontractors?

6. Material supplies? Need a letter authorizing OBEC to check shop drawings. Documentation to be received with all materials.

7. Contractor's schedule? Starting? Winter shutdown, etc.?

8. Special Provisions and Plans.

   a. Completion date - November 2, 1973.

   b. Pile hammer - Min. 19,500 ft. lbs/blow.

   c. Preserve vegetation at West Abutment.

   d. Material on hand. (page 12, 13)

   e. Minimum pile tip elevation (503).

   f. Construction joints (green cutting) (page 20). Concresive #1.

   g. Post-tensioning.

9. Submit falsework and forming details and coffer dam details.

FAS 126
Linn Co

FORM E-50 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 17, 1972

To: Jack Martin
RESIDENT ENGINEER

SUBJECT: Green Bridge

Please act as the State Representative on this project. This involvement will be somewhat similar to what the FHA does on primary projects with us.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW/lt

cc: Walt Hart
H. S. Cox
Walt Sandquist

RECEIVED
COUNTY & CITY SECTION
AUG 18 1972
ENGR. COOR. CE AE UE
UPE CE RE RPE

August 14, 1972

Mr. Richard Dalke
County Engineer
3010 Industrial Way
Albany, Oregon 97321

RE: Consultant Engineering Costs
N. Santiam River (Greens) Bridge Section
FAS 126
Linn County

Dear Mr. Dalke:

The attached memo outlines the points which must be followed so we will have the necessary information and the authority to reimburse the County the consultant costs for this project.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

for H. S. Cox
County and City Engineer

HR:lat
Att.

cc: Wally Palmateer, P.E.

ENGR. COOR. GE AE UE
UPE CE RE RPE

MEMO TO THE FILES
August 11, 1972

RE: Progressive Payments for Construction Engineering
FAS-C Projects (For Consulting Engineer)

1. Billing must show:

   a. Project name
   b. Dates covered (not less than month's time)
   c. To whom paid
   d. Detailed statement of services performed (such as man hours, travel, etc.)
   e. Percentage of work completed
   f. Copy of check or warrant showing amount and cancellation

2. Billing must be approved by County and State Highway supervising engineer for the project

3. County will then submit the billing along with detailed estimate to Highway Division for reimbursement.

If the consulting engineer wishes to receive progressive payments for preliminary engineering, he must follow much the same procedure by satisfying the County and the State supervising engineer that the work done is equivalent to the funds requested.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:lat

SALEM, OREGON
August 11, 1972

Mr. Vern Skoog
Controller

B U I L D I N G

N. Santiam River (Greens)
Bridge Section
FAS 126
Linn and Marion Counties

Attached is Marion County's warrant #332662 in the amount of $67,500.00.

This, along with Linn County's check of an equal amount received August 7, is required as advance deposit for this project.

Harold Reynoldson
Rural Program Engineer
County and City Engineer

HR:ljt

cc: L. H. Young
Walt Hart

Warrant #332662 for $67,500

Rec'd. 8/11/72 by G. V. Edgar

Lyn J. Hart

ENGR. COOR. OE AE UE
UPE CE RE RPE

7795

Salem, Oregon
August 11, 1972

Oregon Bridge Engineering Co.
223 N. "A" Street
Springfield, Oregon 97477

Contract 7795
(Bid Item 9)
(Furnish Steel Piling)

Attention: Mr. John Quiner
Project Engineer

Please note this bid item has been set up for both participating and nonparticipating quantities.

The extent of FHWA participation will be only the piling length actually incorporated in the work. The difference between the total order length and the length actually incorporated in the work will be nonparticipating.

PAY ESTIMATE PROCEDURE (Bid Item 9)

Prior to Semifinal Submission

1. On progress estimates enter all quantities as participating.

Semifinal Estimate

1. Adjust the participating quantity to the total length actually incorporated in the work.

2. Enter the difference (order length - length actually incorporated in the work) as nonparticipating.

A tabulation of the piling actually incorporated in the work should be submitted with the semifinal data.

L. H. Young
Programing Engineer

VG:bb

cc: A. E. Johnson
W. J. Hart
J. B. Boyd

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7795

DATE August 9, 1972

TO MEMO TO THE FILES

FROM F. B. Klaboe
Deputy State Highway Engineer

SUBJECT N. Santiam River (Green's) Bridge
Contract No. 7795

Mr. Ralph Hannan of Hannan Bros. Construction, Inc., low bidder on the Green's Bridge project for which bids were taken at the July 28 letting, phoned today to request that the award of this contract be expedited in order that he can construct the footings and piers immediately because he might be flooded out in the fall.

The County-City Section informs me that the $67,500 advance deposit has been received from Linn County and the deposit from Marion County is expected this week.

I phoned Mr. Dan Vawter of the Marion County Engineer's office to inquire about the status of their check. He advised that Marion County wanted the contract awarded and the check would be in our hands no later than tomorrow.

Mr. Query was instructed to award the contract today.

FBK:ia

cc Tom Edwards
Floyd Query
H. S. Cox
L. H. Young

Pile Load Tes[illegible]

Inv 874 & 875
+ 897 + 919
8-8-72

N.W. Testing Lab	$ 1,081.96
Willamette Western	11,541.42
Oregon Bridge	3,098.63
	$ 15,722.01

Linn Co
FAS 126

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

August 8, 1972

Mr. H. S. Cox, County-City Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97303

Attention: Bob Prange

RE: North Santiam River (Greens) Bridge Section
County Road FAS 126

Dear Bob:

In your telephone conversation of Monday, August 7, you informed me of the following action taken by the Highway Department:

1. Rejection of our request for additional remuneration on the design phase because of changed conditions causing redesign of the structure.

2. Acceptance of our request for additional remuneration on the field construction phase because of the changed design.

3. Acceptance of all costs incurred in the test pile on the West Abutment.

The status of the billing for outside services under the preliminary phase of the contract, as submitted to Dalke, is as follows:

1.	Foundation Drilling (Jensen Drilling)	$7,265.50
2.	Foundation Geologist and Inspector (L. Radley Squier)	$4,245.28
3.	Static Pile Testing (Northwest Testing)	$1,081.96

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COUNTY & CITY SECTION
AUG - 9 1972
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☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Final billings of Willamette Western for equipment and services in connection with test piling are to be concluded this week - and will be submitted through Mr. Dalke when received and accepted by us.

Please have the Highway Department bill us for the computer time involved in the redesign.

Our invoice for all work involved in test pile negotiations, layout and supervision of driving, and final analysis will be submitted with the Willamette Western invoice.

Sincerely yours,

OREGON BRIDGE ENGINEERING CO.

Wally

W. A. Palmateer
General Manager

WAP:jap

LINN COUNTY OREGON
ALBANY, OREGON 97321

12636

96-395
1232

The Treasurer Of
Linn County
Will Pay

Date	Warrant Number		Amount
June 12	12,636.	[redacted]	6,000.00 ☆ ☆

OREGON BRIDGE ENGINEERING CO
PO BOX 72
SPRINGFIELD OR 97477

PLEASE CASH WITHIN
30 DAYS

NON-NEGOTIABLE

COUNTY CLERK

DATE	REFERENCE	CODE	AMOUNT	TOTAL
		24,510.01	6,000.00	6,000.00

Invoice 6971

Greens Br.

LINN COUNTY OREGON
ALBANY, OREGON 97321

fas 126
Linn Co

ORE[illegible] BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

May 23, 1972

RECEIVED
COUNTY & CITY SECTION
JUN 14 1972
☐ ENGR. ☑ CSUR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

INVOICE

Mr. Richard Dalke, County Engineer
Linn County
3010 Industrial Way
Albany, Oregon 97321

RE: Design of Greens Bridge

For professional services:

Partial Billing for Design of Greens Bridge. $6,000.00

Pd by Linn County
6-1-72

Invoice No. 897

fa2 126

LINN COUNTY OREGON
ALBANY, OREGON 97321

12642

96-395
1232

The Treasurer Of
Linn County
Will Pay

Date	Warrant Number	Amount
JUN 28 1972	12,642	$29.60**

OREGON STATE HIGHWAY DEPT
STATE HIGHWAY BLDG
SALEM OR 97310

PLEASE CASH WITHIN
30 DAYS

NON-NEGOTIABLE

COUNTY CLERK

DATE	REFERENCE	CODE	AMOUNT	TOTAL
		24,510.01	29.60	29.60

RECEIVED
COUNTY & CITY SECTION
JUN 28 1972
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Green's Br.

LINN COUNTY OREGON
ALBANY, OREGON 97321

LINN COUNTY OREGON
ALBANY, OREGON 97321

12564

96-395
1232

The Treasurer Of
Linn County
Will Pay

Date	Warrant Number	Amount
June 12	12,564,	7,265.50 ☆☆

JENSEN DRILLING CO
RT 3 BOX 191
SPRINGFIELD OR 97477

PLEASE CASH WITHIN
30 DAYS

NON-NEGOTIABLE

COUNTY CLERK

DATE	REFERENCE	CODE	AMOUNT	TOTAL
		24,920.02	7,265.50	7,265.50

Greens Bx.

Wally's responsibility
see agreement

LINN COUNTY OREGON
ALBANY, OREGON 97321

LINN COUNTY OREGON
ALBANY, OREGON 97321

11619 — 96-395 / 1232

The Treasurer Of
Linn County
Will Pay

Date	Warrant Number	Amount
MAY 31	11,619	6,673.00**

OREGON BRIDGE ENGINEERING CO
PO BOX 72
SPRINGFIELD ORE 97477

PLEASE CASH WITHIN
30 DAYS

NON-NEGOTIABLE

COUNTY CLERK

DATE	REFERENCE	CODE	AMOUNT	TOTAL
		24,510.01	6,673.00	6,673.00

RECEIVED
COUNTY & CITY SECTION
JUN 28 1972
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ PPE ☐

Invoice 875 + 874

Green's Br.

LINN COUNTY OREGON
ALBANY, OREGON 97321

fac 126
Linn Co

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

April 26, 1972

INVOICE

Mr. Richard Dalke, County Engineer
Linn County
3010 Industrial Way
Albany, Oregon 97321

For professional services:

Greens Bridge - Aerial photography and topographic maps as per attached invoices	$649.00
	24.00
TOTAL AMOUNT DUE	$673.00

Invoice No. 875

NY

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

April 26, 1972

INVOICE

Mr. Richard Dalke, County Engineer
Linn County
3010 Industrial Way
Albany, Oregon 97321

For professional services:

Partial Billing for Design of
Greens Bridge $6,000.00

ed
. . $649.00
24.00
$673.00

← paid by Linn County →
5-1-72

Invoice No. 874

LINN COUNTY OREGON
ALBANY, OREGON 97321

13035

The Treasurer Of
Linn County
Will Pay

Date: JA 10 72 | Warrant Number: 13,035. | $10,000.00**

OREGON BRIDGE ENGINEERING CO
P.O BOX 72
SPRINGFIELD OR 97477

Del W. Riley
COUNTY CLERK

PLEASE CASH WITHIN 30 DAYS

⑈1232⑈0395⑆ 33 70928 8⑈

DATE	REFERENCE	CODE	AMOUNT	TOTAL
		24,740.02	10,000.00	10,000.00

Returned to Engr

LINN COUNTY OREGON
ALBANY, OREGON 97321

Inv 919

Inv 919

fas 126

OREGON [redacted]GE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

June 27, 1972

INVOICE

Mr. Richard DAlke, County Engineer
County of Linn
3010 Industrial Way
Albany, Oregon 97321

RE: Design of Greens Bridge

For professional services:

Partial Billing for Design of
Greens Bridge $10,000.00

Invoice No. 919

Salem, Oregon
August 7, 1972

Warrant No. 13,160
Green's Bridge
FAS 126
Linn County

Mr. V. E. Skoog
Controller

BUILDING

Attention: Mr. John Herr

Herewith is Linn County's Warrant No. 13,160 in the amount of $67,500 for the Green's Bridge, FAS 126, project.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:lat
Att.

Rec'd by Salem

Date 8/7/72

ENGR. COOR. OE AE UE
UPE CE RE RPE

Linn Co.
FAS 126

OREGON STATE HIGHWAY DIVISION

East Salem Hwy. Bldg., Salem, Oregon 97310

August 7, 1972

W. A. Palmateer
General Manager
Oregon Bridge Engineering Co.
223 N. "A" Street
Springfield, Oregon

Dear Mr. Palmateer:

North Santiam River (Green's) Bridge

When this project has been awarded and a pre-construction conference scheduled, arrangements should be made for this office to attend. We will also invite our Central Bridge Section and Walter Sandquist, 885 Airport Rd., phone: 378-2640, Salem, 97310. Mr. Sandquist will serve as your liaison officer. This will be at somewhat the same capacity as that of the Federal Highway Administration reviewing primary federal aid projects.

Thank you for your cooperation.

Original signed by Gerald Wimer

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

cc: Dick Dalke
Walt Hart
H. S. Cox
Walt Sandquist

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COUNTY & CITY SECTION
AUG - 8 1972
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UPE CE RE RPE

RECEIVED
AUG - 1972
FOR FILING

7795

MISC. CONTRACTS and
AGREEMENTS No. 432

August 4, 1972

Board of County Commissioners
Linn County
Courthouse
Albany, Oregon 97321

Attention: Del Riley
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of a construction-finance agreement concerning the North Santiam River (Greens) Bridge Section on FAS 126 in Linn and Marion Counties.

A fully executed copy of this agreement is being sent to Marion County and we are retaining the same for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.
cc H. S. Cox
(conf. agree. att.)

August 1, 1972

Linn County Board of Commissioners
Courthouse
Albany, Oregon 97321

Attention: Mr. Richard Dalke
County Engineer

Gentlemen:

On July 28, 1972, a satisfactory bid was received from the Hannan Bros. Construction, Inc., for N. Santiam River (Greens) Bridge on FAS 126. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$585,710.00
Temp. Erosion Control	100.00
Lab Fees	500.00
Adjust Utilities	500.00
Engineering (Oregon Bridge Engineering Co.)	55,000.00
Engineering (State)	6,000.00
Engineering and Contingencies (4½%)	26,406.45
Estimated Total Cost	$674,216.45

County Advance Deposit:

20% of $674,216.45 = $134,843.29 or say $135,000.00

Please make this advance deposit in the amount of $135,000 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

for H. S. Cox
County and City Engineer

20226

HR:lat

ENGR. COOR. OE AE UE
UPE CE RE RPE

OREGON STATE HIGHWAY DEPARTMENT

Summary of Bids Received and Construction Authorization

Project

Highway

County

F. A. Project No.

Engineer's Estimate

Date Bids Received

NAME AND ADDRESS OF BIDDER	AMOUNT OF BID

CONSTRUCTION AUTHORIZATION

Contract amount: . . . . . $

Additional or altered items:

ENGINEER'S RECOMMENDATION

CONSTRUCTION AUTHORIZATION

ntract amoun: . . . . . $_____

ional anticipated items:

. . . . . $_____

. . . . . $_____

. . . . . $_____

. . . . . $_____

. . . . . $_____

ENGINEER'S RECOMMENDATION

_____ , State Highway Engineer

_____ , State Highway Engineer

_____ , State Highway Engineer

07/28/72 JOB NUMBER 11

NO.	ITEM NAME	QUANITY	UNIT	LOW BIDDER UNIT BID	201 AMOUNT	541 UNIT B
001	TEMPORARY PROTECTION AND DIRECT TRAFFIC	1,000	LUMP SUM	2000,00	2,000,00	1,000
002	MOBILIZATION	1,000	LUMP SUM	55000,00	55,000,00	58,000
003	EMBANKMENT IN PLACE	350,000	CU YDS	4,00	1,400,00	3
004	LOOSE RIPRAP CLASS 700	110,000	CU YDS	13,00	1,430,00	10
005	FILTER BLANKET	20,000	CU YDS	12,00	240,00	15
006	SHORING CRIBBING ETC	1,000	LUMP SUM	95000,00	95,000,00	104,300
007	STRUCTURE EXCAVATION	1,025,000	CU YDS	6,00	6,150,00	6
008	STRUCTURE EXC : FLOW ELEVATION SHOWN	100,000	CU YDS	5,00	500,00	7
009	FURNISH HP 12X53 STEEL PILING	8,405,000	LIN FT	5,00	42,025,00	5
010	DRIVE STEEL PILES	99,000	ONLY	210,00	20,790,00	14
011	SPLICE STEEL PILES	20,000	ONLY	50,00	1,000,00	50
012	CLASS A CONCRETE 3300 PSI	1,000	LUMP SUM	44000,00	44,000,00	32,000
013	CLASS A CONCRETE 4000 PSI	1,000	LUMP SUM	193000,00	193,000,00	220,000
014	PRESTRESSING STEEL	1,000	LUMP SUM	46000,00	46,000,00	47,000
015	REINFORCEMENT	1,000	LUMP SUM	59000,00	59,000,00	66,000
016	TWO TUBE ALUMINUM RAILING	505,000	LIN FT	15,00	7,575,00	1
017	PEDESTRIAN HANDRAIL	494,000	LIN FT	20,00	9,880,00	1
018	8-INCH CULVERT PIPE	90,000	LIN FT	8,00	720,00	

BIDDER	201	541	437	265	711	
NIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BID	UNIT BID
2000,00	2,000,00	1,000,00	4,000,00	2,000,00	500,00	
5000,00	55,000,00	58,000,00	60,000,00	30,000,00	75,000,00	
4,00	1,400,00	3,00	5,00	5,00	2,50	
13,00	1,430,00	10,00	10,00	17,00	9,00	
12,00	240,00	15,00	10,00	12,00	9,00	
5000,00	95,000,00	104,300,00	100,000,00	116,500,00	155,000,00	
6,00	6,150,00	6,00	5,00	5,00	13,00	
5,00	500,00	7,00	5,00	20,00	20,00	
5,00	42,025,00	5,00	5,50	6,00	6,00	
210,00	20,790,00	140,00	165,00	200,00	200,00	
50,00	1,000,00	50,00	40,00	60,00	50,00	
4000,00	44,000,00	32,000,00	48,960,00	80,000,00	40,000,00	
0000,00	193,000,00	220,000,00	221,650,00	250,000,00	275,000,00	
6000,00	46,000,00	47,000,00	50,000,00	50,000,00	52,000,00	
9000,00	59,000,00	66,000,00	60,000,00	55,000,00	75,000,00	
15,00	7,575,00	13,00	15,00	12,00	14,00	
20,00	9,880,00	18,00	20,00	20,00	19,00	
8,00	720,00	4,00	5,00	5,00	5,00	

07/26/72 JOB NUMBER 11

NO.	ITEM NAME	QUANITY	UNIT	LOW BIDDER UNIT BID	201 AMOUNT	541 UNIT BID
	TOTAL BID				585,710,00	610,302,00

DER	201	541	437	265	711	
BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BID	UNIT BID
	585,710,00	610,302,00	634,552,50	682,305,00	778,006,00	

Linn Co.
FAS 126

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

July 27, 1972

Mr. Richard Dalke, County Engineer
Linn County
3010 Industrial Way
Albany, Oregon 97321

RE: Greens Bridge

Dear Dick:

In our original agreement with Linn County for design and field construction engineering, we had agreed to a lump sum of $24,000 for design; and for construction engineering services a salary cost x 2.0, but not to exceed $30,000, plus vehicle mileage at 12¢ per mile, plus all other expenses, supplies and outside services at cost.

As you are aware, the bridge proposed at the corridor hearing and approved was not the bridge we finally designed. Subsequent investigations at lower water stages indicated that we could not use the original span system proposed and that we must redesign to a substantially different superstructure and span arrangement. Our request for additional compensation in design and field engineering is based upon these specific changed conditions:

1. Redesign of substructure. Actual foundation conditions were very different from those expected by all parties involved in the pre-design discussions.

2. Redesign from Bulb Tee spans to an unsymmetrical post-tensioned box girder design.

3. More extensive foundation investigation and subsequent pile load testing at the West Abutment.

We are all aware, in addition, of the estimate of increased costs of the structure from approximately $430,000 to $600,000. We originally asked about 5-1/2% for preliminary design. Our

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COUNTY & CITY SECTION
JUL 28 1972
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

re-estimated figure is $30,000 -- 5% of the design cost, which will cover all costs including the aerial survey for which you have been billed, the fee for the foundation consultant, and in addition we expect to reimburse the OSHD Bridge Division for computer services. Our request results in a net increase of only $5,237 for design services. In this figure of $30,000, we do not include either the cost of foundation drilling by Jensen of $7,265.50, or the cost of the Geologist-Inspector on the drilling of $4,245.28. In addition, there will be charges for the driving of the permanent test piling by Willamette Western and static load testing by Northwest Testing. All these charges will be billed to the County and the County reimbursed by the State. This work has prior approval of the State.

No! For field construction supervision, we will ask for a lump sum fee of $6,000 (1%) plus job supervision at cost plus overhead of 75.15%, but not to exceed $54,000, plus job supplies and expenses at cost and vehicle mileage at 12¢ per mile. All this field engineering is as shown on the accompanying sheet and is naturally only an estimate. With favorable job conditions and contractor we would expect to reduce the final costs.

Enclosed is an amendment to page 8 of our original Agreement with the County.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

W. A. Palmateer
General Manager

WAP:jap
Enclosures

cc: H. S. Cox

AMENDMENT #1 TO AGREEMENT FOR GREENS BRIDGE:

SECTION IV - PAYMENT TO THE ENGINEER

A. Payments for Basic Services (Section I)

1. The Owner shall pay the Engineer for all design and field engineering on the structure as hereinafter noted:

a. Design

A lump sum fee of $30,000*

b. Field Construction Engineering

Supervision and Inspection - *Salary cost x 2.0, not to exceed $54,000*
Vehicle mileage - 12¢ per mile
Expenses and Supplies - At cost
All outside services - At cost

*Salary cost is defined as the cost of salaries (including sick leave, vacation, and holiday pay applicable thereto) of engineers, draftsmen, stenographers, surveymen, clerks, etc., for time directly chargeable to the project, plus unemployment, excise and payroll taxes, and contributions for social security, employment compensation insurance, retirement benefits, and medical insurance benefits.

LINN COUNTY BOARD OF COMMISSIONERS:

_____

_____

_____

OREGON BRIDGE ENGINEERING CO:

W. A. Palmateer

W. A. Palmateer General Manager-

DATE: _____

AMENDMENT TO PAGE 8, AGREEMENT BETWEEN LINN COUNTY AND OREGON BRIDGE ENGINEERING COMPANY, DATED OCTOBER 27, 1971.

- ESTIMATE -

SUMMARY OF FIELD CONSTRUCTION ENGINEERING

1972	Project Engineer (Appel)	Est.	13 wks.	@	$56/day	$3,640.
	Asst. Engineer	"	13 "	@	41/day	2,665.
	General Supervision	"	3 wks.	@	88/day	1,320.
	Survey Party	"	3 days	@	20/hr.	480.
1973	Project Engineer (Bishop)	Est.	33 wks.	@	$65/day	$10,725.
	Asst. Engineer		22 wks.	@	42/day	4,620.
	Design Engr. (Post-Tens)		1 wk.	@	97.50/dy	485.
	General Supervision		3 wks.	@	94/day	1,425.
					TOTAL	$25,360.
	Plus Overhead at 75.15%					19,060.+
						$44,420.
	Fixed Fee					~~6,000.~~ 4,500
	~~(Not to exceed $54,000)~~					~~$50,420.~~ 48,920

Misc. Job Supplies	Est.	$300.
Job expenses -46 weeks @ $40.	"	1,840.
Vehicle expenses - 53 weeks @ 110 mi/day @ 12¢ per mile	"	3,500.
		$5,640.

TOTAL ESTIMATED COST = (~~50,420 +~~ (48,920) 5,640) ~~$56,060.~~ 54,560

(Not to exceed $55,000

July 18, 1972

Mr. Richard Dalke
Linn County Engineer
3010 Industrial Way
Albany, Oregon 97321

Re: Consultant Preliminary Engineering Charges
N. Santiam River (Greens) Bridge Section
FAS 126
Linn County

Dear Mr. Dalke:

In order that Linn County will receive 80% reimbursement for expenses for the preliminary engineering of Greens Bridge, we must have the following:

1. Dates covered by the billing.
2. Percent of work completed.
3. To whom paid.
4. Name of project.
5. Date of the agreement related to payment.
6. Copy of each of the billings and the copy of each of the warrants to the consultant.

Of course any expenses occurring prior to the approval of the programing by the Federal Highway Administration (April 18, 1972) are not eligible. This means the date the work or expense occurred, not the date of payment.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

HR
for H. S. Cox
County and City Engineer

HR:ljt

ENGR. ✓ OPER. ✓ GE ✓ AE ✓ OE

fas 126

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

July 13, 1972

Mr. H. S. Cox, County-City Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97303

RE: North Santiam River (Greens) Bridge Section
County Road FAS 126

Dear Sir:

We have reviewed the special provisions and supplemental specifications as prepared and furnished to the bidders for the Greens Bridge project and request that the following changes be made and addended to the specifications:

107.27 (c) -- page 7:

Change Owner: Linn County TO
Owner: Linn and Marion Counties

201.36 -- page 17:

Add: Preservation of the river bank, including the root systems of the existing trees and brush, at the West Abutment is of paramount importance. Cutting and/or removal of trees and brush shall be at the Engineer's direction. No cutting into the bank for access ramps will be permitted. Details for construction of work trestles, installation of falsework piling, or construction of structural ramps must be approved by the Engineer in writing prior to commencement of such work.

503.41 -- page 20:

Add: The contractor shall fill the casing around the test pile with 3/8" minus pea gravel or a lean concrete slurry.

RECEIVED
COUNTY & CITY SECTION
ENGR. COOR. OE RE
RPE LE RE RPE

✓

513.11 - NAME PLATES -- Page 25:

Change Board of Commissioners to Boards of Commissioners

Change Dick Dalke to Richard Dalke

SPECIAL PROVISIONS FOR POST-TENSIONED CONCRETE -- page 26(c):

Change last paragraph to read:

Unless otherwise specified or shown on the plans, the maximum working stress in the prestressing steel shall not exceed 60 per cent of the specified minimum ultimate tensile strength (f's) of the prestressing steel. The maximum temporary tensile stress (jacking stress) in the prestressing steel shall not exceed 75 per cent of f's, unless otherwise specified or shown on the plans. The initial stress after anchor set shall not exceed 70 per cent of f's.

Page 26 (e):

Delete fifth paragraph -- "Prestressing tendons in simple span post-tensioned members may ----------"

Change last sentence in paragraph four:

FROM: "Subject to prior written approval by the engineer, bent cap tendons may be tensioned by jacking from one end only."

TO: "Bent cap tendons shall be tensioned by jacking from one end only, as called for on the plans."

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:jap

cc: W. J. Hart
Richard Dalke
John A. Anderson

TRANSACTION NUMBER 7-7

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 7-5-72

BY (Signature): MR. YOUNG'S JUNE 20, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1095 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
1095	EHS-S-390(4)	0.09	600,000	381,300

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
NORTH SANTIAM RIVER (GREENS) BRIDGE LINN & MARION COUNTIES	ONE BRIDGE

7-11-72
Young

FOR FILE

RECEIVED
7-5-72

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		7-5-72 for	G.L. GREEN, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-8673

Jun 26 Co
Linn Co

June 27, 1972

Mr. H. S. Cox, County-City Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97301

RE: North Santiam River (Greens) Bridge Section
County Road FAS 126
Bridge Name Plates

Dear Sir:

In our original submittal of rough draft specifications for the above project dated June 21, 1972, one name plate showing Linn County as owner was to be provided.

Enclosed are copies of the revised name plate specifications reflecting the joint ownership of Linn and Marion Counties and providing for two name plates.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:jap
Enclosures

cc: Walter J. Hart
Richard Dalke
John A. Anderson, Director of Public Works, Marion County
John Day, Specifications Division, OSHD

Copy to John Day

June 27, 1972

SECTION 107 - NAME PLATES:

GENERAL REQUIREMENTS

The contractor for the structure shall furnish and install name plates of the form, dimensions, material and design as specified below. The contract price for the structure shall include the cost of furnishing and installing the name plates.

No permanent markers or plates other than that specified below or otherwise approved by the Engineer will be permitted on the structure.

Two name plates shall be provided. They shall be 14" x 24" in size, shall be made of cast bronze and shall bear the following information: (See next page).

The name plates shall be mounted flush in the inside face of the pedestrian rail end posts at both abutments.

A drawing of the details for the name plates shall be submitted to the Engineer for approval before the name plates are ordered.

SECTION 108 - PROSECUTION AND PROGRESS:

108.08 Contract Time for Completion of Work: The work to be done under the contract shall be completed in its entirety before November 2, 1973. Recording of the elapse of the calendar days will begin with the tenth calendar day (excluding Sundays and legal holidays) following the date upon which the contract and performance bond forms are mailed to the contractor for execution.

SECTION 201

201.31: Clearing of trees, etc., for access road construction must be kept to a minimum, as approved by the Engineer, to provide minimum bank disturbance.

201.32 (ADD): At the East Abutment, clearing and grubbing will be required as preparation for embankment construction. All stumps, roots, etc., will be removed to a depth of three (3) feet.

RECEIVED
COUNTY & CITY SECTION
JUN 28 1972
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

June 27, 1972

NAME PLATES

Scope - The contractor shall furnish and install two name plates of the form, dimensions, material and design as specified below.

Materials - The name plates shall be 14" x 24" in size and made of cast bronze. They shall bear the following information:

GREENS BRIDGE

LINN COUNTY — MARION COUNTY

BOARD OF COMMISSIONERS

Floyd Mullen
Burl Ingram
Eugene Richardson

Henry C. Mattson
Pat McCarthy
Harry Carson, Jr.

Dick Dalke,
County Engineer

John A. Anderson
Director, Public Works

Design and Construction Engineering By:
Oregon Bridge Engineering Company
Springfield, Oregon

Contractor: _____

_____

1972

The name plates shall be placed on the inside face of the pedestrian rail end posts at the East and West abutments as directed by the Engineer.

A drawing of the details for the name plates shall be submitted to the Engineer for approval before the name plates are ordered.

MEASUREMENT AND PAYMENT: No separate measurement or payment will be made for furnishing and installing the bronze name plates as it is understood that the costs therefore are included in the price bid for some one or more of the listed pay items.

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COUNTY & CITY SECTION
JUN 28 1972
☐ ENGR. ☑ C.O.R. ☐ ☐ ☐ UE
☐ UPE ☐ CE ☐ RE ☐ PPE ☐

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

RECEIVED
JUL 5 - 1972
RECEIVED
JUN 28 1972
DESIGN SECTION
Hall
A. Olson
Terpin
Swenson
K. Olson

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

June 27, 1972

cc's sent 6-29-72:

E. S. Hunter
L. H. Young
W. J. Hart (4)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (4)
J. B. Boyd (8)

RECEIVED
JUN 29 19..
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

We are replying to your letter of June 8, 1972, requesting our comments on the following proposed projects:

1. North Santiam River (Green's) Bridge Section
   FAS 126, Linn County

2. Big Creek (Knappa) Bridge Section
   County Road (Old Columbia R. Hwy.), Clatsop County

3. Bilyeu Creek (Camp Merrison) Bridge Section
   County Road 830, Linn County

4. Champoeg State Park
   Bicycle Trail, Marion County

NOTED
E. S. HUNTER

We can foresee no problems on these projects as long as water quality is maintained. On the Big Creek Bridge Section, any work within the stream should be completed prior to August 20, when the fall chinook run is expected.

The projects are approved.

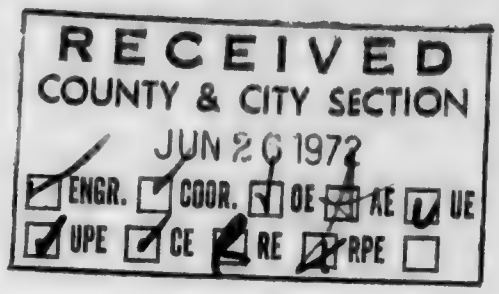
Very truly yours,

R. O. Koski
Fishery Staff Specialist

cc: Dir. FCO

MEMO TO FILES
June 23, 1972

N. Santiam River (Greens) Bridge
FAS 126
Linn and Marion Counties



Because of soils inspections, tests, and drillings for the footings for this structure, the County's consulting engineering firm (Oregon Bridge) has decided that it is necessary to weight a test pile to determine the bearing capacity for the footings.

I called Mr. Green of the FHWA this morning concerning the Federal cost participation in the above inspections, tests, and drillings as well as this test pile and was informed that these are legitimate preliminary engineering charges so they are participating. I was also informed that it was not necessary to supplement the programing for the same reason.

Mr. Hart of our Bridge Section has concurred that these are desirable and justifiable.

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County and City Section

HR:lat

Copy to:- Paul Hatcher
V. Gallagher

FAS 126

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 22, 1972

RECEIVED
COUNTY & CITY SECTION
JUN 23 1972
ENGR. COOR. OE AE UE
UPE CE RE RPE

Oregon Bridge Engineering Co.
P O Box 72
223M North A
Springfield, Oregon 97477

Attention: L. F. Pierce

Dear Mr. Pierce:

Test Pile Proposal
So. Santiam River (Green's Br.)
Linn Co.

We have reviewed the three proposals submitted and ask that you proceed to procure the services of Willamette Western to do this work. The Federal Highway Administration has been contacted, and concur in this decision.

Very truly yours,

George M. Baldwin
Administrator of Highways
By Walter J. Hart
Walter J. Hart
Bridge Engineer

MAC/ag
cc J. B. Boyd
City-County Sec.
Federal Highway Administration

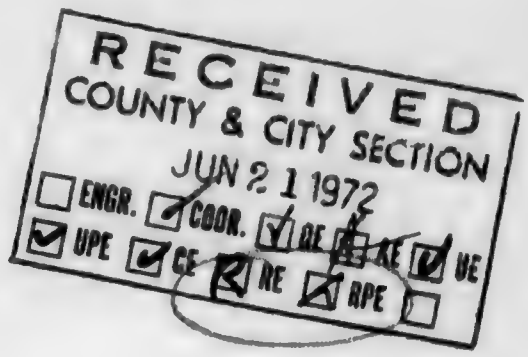
FAS 126
Linn / Marion

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673



June 21, 1972

Mr. H. S. Cox, County-City Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97301

RE: North Santiam River (Greens) Bridge Section
County Road FAS 126
Rough Draft Special Provisions for Specifications

Dear Sir:

We are transmitting with this letter a copy of the rough draft special provisions for the specifications for the above project.

They are still under review by our office, and some minor changes may be required. Quantity amounts may also change as a result of our review, and the review of the structure plans by the OSHD Bridge Division.

We would expect to meet with representatives of the Bridge Division next week to discuss changes or additions to the plans or specifications, if this is convenient to them.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:jap

cc: Mr. W. J. Hart
Mr. Richard Dalke

PROPOSAL (Outline)

I. Description of Work.

II. Time and Place of Receiving Proposals.

III. Completion Time Limit (By November 2, 1973).

IV. Class of Project.

V. Project Information.

SPECIAL PROVISIONS AND SUPPLEMENTAL STANDARDS

I. Work to be Done.

II. Applicable Standard Specifications.

III. Subsurface Explorations.

IV. Section 101 - Definition and Terms

102 - Bidding Requirements and Conditions

105 - Award and Execution of Contract

105.06 - Cooperation with Utilities

107 - Includes Project Signs

108 - Completion Days

109 - Measurement and Payment

V. Structure.

RECEIVED
COUNTY & CITY SECTION
JUN 21 1972
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

SECTION 105.06 - COOPERATION WITH UTILITIES:

Arrangements for removing, relocating or adjusting of utilities is the responsibility of others. The contractor shall contact the County for information regarding these arrangements.

SECTION 107.11 - DEPOSITS IN AND BRIDGES OVER NAVIGABLE WATERS:

Delete the last paragraph and substitute the following:

"All work on or over navigable waters shall be so conducted that free navigation of the waterways will not be interfered with and that the existing depths will not be impaired, except as allowed by permit issued by the U. S. Army Corps of Engineers and/or the U. S. Coast Guard, as applicable."

SECTION 107.16 - FEDERAL-AID PROVISIONS:

This is a "Federal-Aid Secondary Road Plan Project" and is to be conducted in accordance with the Federal regulations applying to that class of project.

SECTION 107 - LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC:

A. The contractor shall furnish, erect and maintain two construction identification signs at locations designated by the Engineer or called for on the plans.

B. An additional sign shall be mounted directly below the contractor's sign on the same post. The sign shall read:

Owner: Linn County
Engineer: Oregon Bridge Engineering Co..

The letter size and spacing and the sign size shall be as directed by the Engineer.

C. The contractor shall furnish and erect barricades at the immediate work site.

SECTION 107 - NAME PLATES:

General Requirements

The contractor for the structure shall furnish and install a name plate of the form, dimensions, material and design as specified below. The contract price for the structure shall include the cost of furnishing and installing the name plate.

No permanent markers or plates other than that specified below or otherwise approved by the Engineer will be permitted on the structure.

One name plate shall be provided. It shall be 10" x 17" in size and shall be made of bronze. It shall be cast and shall bear the following information: (See next page).

The name plate shall be placed in the Southeast end post on the inside face of the pedestrian rail (Mounted flush).

A drawing of the details for the name plate shall be submitted to the Engineer for approval before the name plate is ordered.

SECTION 108 - PROSECUTION AND PROGRESS:

108.08 Contract Time for Completion of Work: The work to be done under the contract shall be completed in its entirety before November 2, 1973. Recording of the elapse of the calendar days will begin with the tenth calendar day (excluding Sundays and legal holidays) following the date upon which the contract and performance bond forms are mailed to the contractor for execution.

SECTION 201

201.31: Clearing of trees, etc., for access road construction must be kept to a minimum, as approved by the Engineer, to provide minimum bank disturbance.

201.32 (ADD): At the East Abutment, clearing and grubbing will be required as preparation for embankment construction. All stumps, roots, etc., will be removed to a depth of three (3) feet.

NAME PLATES

Scope - The contractor shall furnish and install one name plate of the form, dimensions, material and design as specified below.

Materials - The name plate shall be 12" x 18" in size and made of cast bronze. It shall bear the following information:

Greens Bridge
Linn County

Board of Commissioners:

Floyd Mullen, Chairman
Burl Ingram, Commissioner
Eugene Richardson, Commissioner

Design and Construction Engineering By:
Oregon Bridge Engineering Company
Springfield, Oregon

County Engineer: Richard Dalke

Contractor: _____

_____

1972

The name plate shall be placed on the inside of the end post at the East abutment as directed by the Engineer.

A drawing of the details for the name plate shall be submitted to the Engineer for approval before the name plate is ordered.

Measurement and Payment - No separate measurement or payment will be made for furnishing and installing the bronze name plate as it is understood that the costs therefore are included in the price bid for some one or more of the listed pay items.

201.81 - Measurement: All Required.

201.41 - Payment: Standard. Lump Sum.

SECTION 203:

203.03 - Embankment in Place: As shown on the plans, an embankment required to support the East abutment footing must be constructed by the bridge contractor. Material will be furnished and placed by the contractor and will consist of rock, gravel, or a mixture of sand and gravel -- free-draining and without silty fines.

This embankment will be placed and compacted over the cleared and grubbed area to the required elevation. Later, the footing excavation will be made as required and standard measurement and payment for structural excavation is set up to cover this excavation work.

203.82 and 203.91: Measurement will be by engineering cross-sections and payment by the cubic yard in place.

Estimated Quantity: 270 cubic yards

SECTION 251 - STRUCTURE EXCAVATION

251.11 (ADD): Backfill of the pier excavations will be selected from the materials excavated and from the native river gravels at the site. Silty sand, clay or other compressionable materials or gravel mixtures containing these materials will not be allowed for pier backfills.

No separate measurement or payment will be made for backfill work selected.

251.81, 251.91 and 251.93 - Measurement and Payment: Standard.

	ITEM	QUANTITY
1.	Shoring, Cribbing, etc.	All
2.	Structure Excavation.	1025 C.Y.
3.	Structure Excavation below elevations shown.	100 C.Y.

SECTION 503 - PILING

Piles shall be furnished and driven in conformance with Section 503 of the Standard Specifications, supplemented and/or modified as follows:

General

503.11: Steel piling shall conform to the requirements of Subsection 731.01, except that the manufacturer's name, brand or trademark may be shown by die stamping in the web at intervals not exceeding 20 feet along the length of the pile.

503.3 - Order List for Piling:

	Location	No.	Length	Kind**(See note)
#1	West Abutment	8	95	HP12x53
#2	Pier #1	40	80	HP12x53
#3	Pier #2	40	85	HP12x53
#4	East Abutment	11	95	HP12x53
	TOTALS	99	8,405 lineal feet	

**NOTE: At the West abutment on this structure at the time of bidding, three (3) piling will already be in place. Driven for testing purposes, all three piling will be incorporated into the new abutment footing at their plan locations.

503.32 - Driving Piles: Piling shall be driven to a minimum tip elevation as shown on the plans.

ADD - Methods of Driving: Piles shall be driven with a steam, air or diesel hammer of a minimum energy of 15,000 foot pounds, as verified and approved by the Engineer.

Steel piling shall be driven in a non-interrupted and continuous operation to the tip elevation shown on the plans. Interruption, for whatever cause, may be cause for rejection of the pile being driven. Only by written permission of the Engineer may this continuous procedure be modified.

503.41 - Cutting Off Steel Piles: Cutoffs of individual piles, ten feet or less in length, shall become the property of the contractor and shall be disposed of in a manner satisfactory to the Engineer. Cutoffs in excess of ten feet in length shall become the property of the State.

SECTION 504 - STRUCTURAL CONCRETE

General

504.39 - Construction Joints: All horizontal construction joints within the box girder section shall be cleaned by a combination of water and air under pressure (Green Cutting) at the correct stage of concrete set. Projecting reinforcing steel shall be protected and cleaned during this operation. Sand blasting and/or other approved methods may be required if Green Cutting does not provide a satisfactory bond surface. A one-inch minimum thickness of sand cement grout (2:1) shall be utilized for covering the old concrete against which the new concrete shall be placed, before the grout has obtained its initial set.

All vertical construction joints, either as shown on the plans or requested and approved by the Engineer, within the box girder section only, shall be provided with shear keys. The old concrete will be sandblasted and coated with an approved two-part epoxy resin, immediately prior to placing new concrete. This joint treatment is not required on the curb and barrier rail elements.

No separate measurement or payment will be made for this work.

504.32 - Classes:

Class "A"	3300	6.3 sacks	510 c.y.
	Quantity: Footing, Pile Caps & Joint Barrier Rail		
Class "A"	4000	7.0 sacks	1,715 c.y.
	Quantity: Pier Shafts, Cross Beams & Box Girder		
	TOTAL - 2,225 c.y.		

Surface finish required on this project will be Type I. Areas covered by this specifications are listed as follows:

1. Exposed pier shafts.
2. Exposed pier cross beams.
3. Exposed box girder sides and soffits for the exterior beam stems only.
4. All exposed faces of the abutment walls, caps and posts.
5. All surfaces of the underside and edge of the roadway deck slab and sidewalk overhangs.
6. Vertical faces of the concrete curb and barrier railing.

NOTE: If the top surfaces of the main piers are left exposed for a period of time exceeding 30 days, the exposed reinforcing steel and top concrete surface contact area shall be blast-cleaned to the Engineer's satisfaction. Also, Class I shaft surface finish areas contaminated by rust, silt, etc., will be cleaned and finished to obtain a uniform color and texture with the completed structure.

504.81 - Measurement: All Required.

504.91 - Payment: All Required. Lump Sum.

SECTION 505 - REINFORCEMENT

Reinforcement shall be furnished and placed in conformance with Section 505 of the Standard Specifications, supplemented and/or modified as follows:

505.81 - Measurement: Measurement of all reinforcement in the structures listed in Subsection 505.83 will be on the "All Required " basis.

505.83 - "All Required" Basis: The estimated quantity of reinforcement to be paid for on the "All Required" basis is as follows:

Structure	Quantity (lbs.)
Bridge No. 6418A	430,000 lbs.

505.84 - Miscellaneous Metal: All pipe and tubing, etc., called for on the plans shall be understood to be "miscellaneous metal" with measurement and payment in conformance with Subsections 505.84 and 505.92.

The contractor shall furnish and install structural steel tubing of the size called for and at the locations called for on the structure plans. All tubing shall be new and meet the requirements of A36 steel except that all tubing, fittings and fastenings for the deck drains shall be galvanized after fabrication in compliance with AASHO M-111 (ASTM A-123).

SECTION 511 - METAL BEARING AND EXPANSION DEVICES

Shortspan Bearings Type D: Dixon Shortspan Type D bearing of 288 kips capacity consisting of a Top Plate and a Bottom Pad. The Top Plate shall consist of an ASTM A-36 mild steel plate to the lower surface of which is epoxy bonded and mechanically fastened Type 304 stainless steel polished to a No. 10 finish. The Bottom Pad shall consist of a reinforced elastomeric pad to the upper surface of which is epoxy bonded a Teflon pad. The complete bearing shall be capable under test of withstanding a compressive stress of 5000 psi for five minutes without visible damage. The maximum static and kinetic coefficient of friction of a new bearing on its first movement shall not exceed 0.04 at pressures over 250 psi. The manufacturer shall provide a written five-year guarantee that the bearing will perform according to the design recommendations in the Dixon catalog.

511.81 - Measurement: As Miscellaneous Metal.

511.91: Copy of OSHD Article Verbatum payment.

SECTION 513 - RAILINGS

Railings shall be constructed in conformance with Section 513 of the Standard Specifications supplemented and/or modified as follows:

513.11 - Materials: Delete subparagraph (a) of Subsection 735.02 of the Standard Specifications and substitute the following:

(a) Posts - Posts shall comply with AASHO M-193 except as follows:

1. The X-ray inspection of each lot of castings shall be on at least 5% thereof and not less than three castings, selected by random sampling. Unless otherwise authorized by the Department's Engineer of Materials, two views of X-ray exposures shall be made covering the three critical areas of each representative sample.

2. In lieu of radiographic inspection as required above, the contractor may, at his option, destructively test one post per lot to satisfy the quality requirements. The destructive testing apparatus and methods shall be approved by the Engineer. The loads to be applied and position of application of the loads will be furnished to the contractor by the Engineer upon request.

3. Sampling, testing and inspecting shall be done by the manufacturer at the manufacturer's plant or at a laboratory chosen by the manufacturer. The State reserves the right to conduct further testing and inspecting on shipments intended for use in the work.

4. The manufacturer's certification of test results showing compliance with all requirements of these specifications shall be furnished with each shipment of castings for each project.

If destructive testing is used, the manufacturer's certification of test results shall include a load-deflection curve for each post tested.

Aluminum pedestrian and two-tube aluminum railing shall be fabricated as aluminum, with no option as shown on the standard drawing.

SECTION 604 - MANHOLES AND INLETS

Corrugated metal catch inlets will be constructed in conformance to the Standard Specifications and as shown on the plans. The 24-inch pipe sections will be hot-dip galvanized after fabrication and welding to the outlet connection.

604.81 - Measurement: As a unit in place, complete with concrete base, and outlet connection.

604.91 - Payment: Per Each. 4 only required.

SECTION 605 - 8-INCH METAL DRAIN PIPE

Drain pipe will be fabricated and installed as shown on the plans, as a complete installation. No separate payment will be made for excavation, joint packing and backfill.

605.81 - Measurement: Standard, by lineal foot.

605.91 - Payment: Standard. Estimated Quantity - 90 lineal feet.

SPECIAL PROVISIONS FOR POST-TENSIONED CONCRETE

Description - This work shall consist of prestressing cast-in-place concrete by furnishing, placing and tensioning of prestressing steel in accordance with details shown on the plans and as provided in these specifications.

This work shall include the furnishing and installing of any appurtenant items necessary for the particular prestressing system to be used, including but not limited to ducts, anchorage assemblies, and grout used for pressure grouting.

For cast-in-place prestressed concrete the term "member" as used in this specification shall be considered to mean the concrete which is to be prestressed.

Methods - Prestressing shall be performed by post-tensioning methods.

The contractor shall submit to the Engineer for review complete details of the method, materials and equipment he proposes to use in the prestressing operations, including any additions or rearrangement of reinforcing steel or change in member dimensions from that shown on the plans. Such details shall outline the method and sequence of stressing and shall include complete specifications and details of the prestressing steel and anchoring devices, working stresses, anchoring stresses, type of ducts, and all other data pertaining to the prestressing operation, including the proposed arrangement of the prestressing steel in the members, pressure grouting materials and equipment. The contractor shall not cast any member to be prestressed before all shop details have been approved by the Engineer.

Prestressing Steel - Prestressing steel may be any of the following:

1. High tensile strength wire, ASTM A 421. Minimum ultimate strength, f's = 235,000 psi.

2. Cable strand (bright wire), ASTM A 416. Minimum ultimate strength, f's = 270,000 psi.

3. Alloy steel bars, ASTM A 29 or ASTM A 322. Minimum ultimate strength, f's = 145,000 psi or 160,000 psi.

Prestressing steel shall be protected against physical damage and rust or other results of corrosion at all times from manufacture to grouting. Prestressing steel that has sustained physical damage at any time shall be rejected. A corrosion inhibitor approved by the Engineer may be used.

In the event of a delay of seven calendar days or more between the time of placing and the time of grouting the prestressing steel, the Engineer may require the contractor to withdraw the prestressing steel for inspection. All prestressing steel that has sustained corrosion damage shall be replaced at the contractor's expense.

No welds or grounds for welding equipment shall be made on the forms or on the steel in the member after the prestressing steel has been installed.

Anchorages and Distribution - All post-tensioned prestressing steel shall be secured at the ends by means of approved permanent type anchoring devices. All anchoring devices for post-tensioning shall hold the prestressing steel at a load producing a stress of not less than 95 per cent of the guaranteed minimum tensile strength of the prestressing steel. The load from the anchoring device shall be distributed to the concrete by means of approved devices that will effectively distribute the load to the concrete.

Such approved devices shall conform to the following:

1. The final unit compressive stress on the concrete directly underneath the plate or assembly shall not exceed 3,000 psi.

2. BEnding stresses in the plates or assemblies induced by the applied force shall not exceed the yield point of the material or cause visible distortion in the anchorage plate, as determined by the Engineer, when 100 per cent of the ultimate load is applied.

Where the end of a post-tensioned assembly will not be covered by concrete, the anchoring devices shall be recessed so that the ends of the prestressing steel and all parts of the anchoring devices will be at least two inches inside of the end surface of the members, unless a greater embedment is shown on the plans. Following post-tensioning, the recesses shall be filled with non-shrink concrete and finished flush.

Ducts - All ducts for post-tensioned structures shall consist of rigid galvanized ferrous metal, shall be mortar-tight, and shall be accurately placed at the locations shown on the plans or approved by the Engineer. Transition couplings connecting said rigid ducts to anchoring devices need not be galvanized.

Rigid ducts may be fabricated with either welded or interlocking seams. Galvanizing of the welded seam will not be required. Rigid ducts shall have sufficient strength to maintain their correct alignment during placing of concrete. To insure adequate

rigidity, ducts shall have the following minimum thickness: Smooth duct - 24 gage; corrugated duct - 26 gage. Joints between sections of rigid duct shall be positive metallic connections which are mortar-tight and do not result in angle changes at the joints. Waterproof tape shall be used at the connections.

All ducts shall have vents within ±3 feet of high points, and at any additional locations shown on the plans. Vents shall be 1/2-inch minimum diameter standard pipe. Connections to ducts shall be made with metallic structural fasteners. The vents shall be mortar-tight, taped as necessary, and shall provide valves for injecting grout through the vents and for sealing the vents. After grouting the ends of vents shall be removed to provide one inch of cover to the nearest concrete surface. Ducts and vents shall be securely fastened in place to prevent movement.

All holes or openings in the ducts large enough to let grout out or concrete in shall be repaired prior to placing concrete. Holes less than 1/4-inch may be repaired by several wraps of waterproof tape. Holes larger than 1/4-inch shall be repaired with a split metal sleeve which shall overlap itself by three inches, extend at least three inches on either side of the hole, be sealed with waterproof tape, and secured to the duct. Indentions which can not be repaired shall be cut out and repaired as above for holes larger than 1/4-inch.

Prior to placing forms for closing slabs of box girder cells, the contractor shall demonstrate to the satisfaction of the Engineer that all ducts are unobstructed.

Prestressing - Prestressing steel shall be tensioned by means of hydraulic jacks so that the force in the prestressing steel shall not be less than the value shown on the plans.

Unless otherwise specified or shown on the plans, the maximum working stress in the prestressing steel shall not exceed 60 per cent of the specified minimum ultimate tensile strength (f's) of the prestressing steel. The maximum temporary tensile stress (jacking stress) in the prestressing steel shall not exceed 75 per cent of f's. The initial stress after anchor set shall not exceed 70 per cent of f's.

Working force and working stress will be considered as the force and stress remaining in the prestressing steel after all losses, including creep and shrinkage of concrete, elastic compression of concrete, creep of steel, losses in post-tensioning prestressing steel due to sequence of stressing, friction and take up of anchorages, and all other losses peculiar to the method or system of prestressing have taken place or have been provided for.

The loss in stress in post-tensioned prestressing steel due to creep and shrinkage of concrete, creep of steel, and sequence of stressing, shall be assumed to be 40,000 psi.

Friction losses shall be estimated from the following formula:

$$T_o = T_x e^{(Kl + \mu\alpha)}$$

Where T_o = Steel stress at jacking end.

T_x = Steel stress at any point x.

e = Base of Naperian Logarithms.

K = Friction wobble coefficient.

l = Length of prestressing steel from jacking end to point x.

μ = Friction curvature coefficient.

α = Total angular change of prestressing steel profile, in radians, from jacking end to point x.

Coefficients K & μ to be used shall be as shown on the plans or as approved by the Engineer.

Members shall not be prestressed until at least 14 days (exclusive of days on which the temperature drops below 40°F for a total period of 8 hours or more) after the last concrete has been placed in the member and not until the compressive strength of said concrete has reached the strength specified.

Subject to prior written approval by the Engineer, a portion of the total prestressing force may be applied to a member when the strength of the concrete in the member is less than the value shown on the plans. Approval by the Engineer of such partial prestressing shall in no way relieve the contractor of full responsibility for successfully constructing the members.

Each jack used to stress tendons shall be equipped with either a pressure gage or a load cell for determining the jacking stress, at the option of the contractor. The pressure gage, if used, shall have an accurate reading dial at least six inches in diameter and each jack and its gage shall be calibrated as a unit with the cylinder extension in the approximate position that it will be at final jacking force, and shall be accompanied by a certified calibration chart. The load cell, if used, shall be calibrated and shall be provided with an indicator by means of which the prestressing force in the tendon may be determined. The range

of the load cell shall be such that the lower ten per cent of the manufacturer's rated capacity will not be used in determining the jacking stress.

The certified calibration charts for the hydraulic jacks, pressure gages or load cells used for tensioning prestressing steel, may be checked before and during tensioning operations by State forces with State-furnished load cells. Certification shall be made not more than 90 days prior to use.

The tensioning process shall be so conducted that tension being applied and the elongation of the prestressing steel may be measured at all times. A record shall be kept of gage pressures and elongations.

Prestressing tendons in simple span post-tensioned members may be tensioned by jacking from one end only. When tensioning is done from one end only, half of the prestressing steel in each member shall be tensioned from one end of the span and the other half from the opposite end unless otherwise permitted in writing by the Engineer.

Bonding and Grouting - Prestressing steel shall be bonded to the concrete by filling the void space between the duct and the tendon with grout. Grouting shall commence prior to a maximum of seven calendar days after a tendon has been stressed.

Grout shall consist of Type II portland cement, potable water, and an expansive admixture approved by the Engineer.

The admixture should contain an expansive agent which will provide between five and ten per cent unrestrained expansion when used in the quantity recommended by the manufacturer, and shall not contain chlorides as Cl in excess of 0.25 per cent by weight of admixture.

The grout shall be mixed in mechanical mixing equipment of a type that will produce uniform and thoroughly mixed grout. The water content shall be not more than five gallons per sack of cement. Retempering of grout will not be permitted. Grout shall be continuously agitated until it is pumped.

Grouting equipment shall be capable of grouting at a pressure of 150 psi and be furnished with a pressure gage having a full-scale reading of not more than 300 psi. It shall contain a mechanical device which will limit the pumping pressure to any preset value up to 150 psi or which will allow the grout to be bypassed at the preset pressure.

The grouting equipment shall contain a screen having clear openings of 0.07 inch maximum size (a 14 mesh fly screen is satisfactory) to screen the grout prior to its introduction into the grout pump. This screen shall be easily accessible for inspection and cleaning.

The grout mixer, agitator if used, and the grout pump shall be driven by separate motors or engines and have a system for controlling each independent of the others.

The grouting equipment shall utilize gravity feed to the pump inlet.

The grout hoses, valves and piping fittings shall be watertight.

Standby water flushing equipment shall be provided which (a) is in addition to and separate from the grouting equipment, (b) utilizes a different power source than the grouting equipment, (c) has sufficient capacity to flush out any partially grouted enclosures if necessary due to blockage or breakdown of grouting equipment, and (d) is capable of developing a pressure of at least 250 psig. The standby flushing equipment complete with hose, water supply and other necessary auxiliary equipment, shall be demonstrated to be operational prior to grouting on each day of the grouting operation.

Water shall be pumped through the equipment to demonstrate satisfactory operation of the pressure gage, pressure limiting or bypass device, and pump seals (as indicated by the clarity of water pumped at the recommended maximum pumping pressure of 150 psig).

A trial batch of grout using the equipment and materials intended for use in the works shall be mixed for testing. Quantities of each material, order and method of adding to the mix, and mixing time shall be determined by the contractor. This trial batch will not be used for grouting. Only one approved trial batch will be required for each structure.

The trial batch shall be tested by the Engineer for efflux time (T_E) at 0 and 20 minute quiescent time (T_Q).

> Quiescent time (T_Q) is the amount of time that a sample of grout is held undisturbed (quiescent) in the Department's standard flow cone and is expressed in minutes. Efflux Time (T_E) is the amount of time that a sample of grout requires to run out of the flow cone after the plug is pulled, is expressed in seconds, and should be measured by stopwatch.

Tests will be considered satisfactory when trial batch grout complies with both of the following recommended requirements:

(a) Efflux time at the pump discharge shall be no less than 11 seconds at zero quiescent time.

(b) Efflux time of a grout sample at 20 minutes of quiescent time shall increase by not less than three seconds nor more than eight seconds.

All ducts shall be clean and free of deleterious materials that would impair bonding of the grout or interfere with grouting procedures. Each duct shall be thoroughly blown out with oil-free air immediately prior to grouting. Pressure flushing of tendons immediately prior to grouting may be required as a check for leaks.

Grout injection pipes shall be fitted with positive mechanical shut-off valves. Vent and ejection pipes shall be fitted with grout-tight valves or other mechanical devices.

Grouting shall be done from the low end of the structure.

All vents shall be open when grouting starts. Grout shall be allowed to flow from the first vent after the inlet pipe until any residual flushing water or entrapped air has been removed, at which time the vent should be closed after each duct is grouted. Remaining vents shall be closed in sequence in the same manner.

If the actual grouting pressure exceeds the maximum recommended pumping pressure, grout may be injected at any vent which has been, or is ready to be, capped as long as a one-way flow of grout is maintained. If this procedure is used, then the vent which is to be used for injection shall be fitted with a mechanical shut-off valve.

Whenever the grout pumping pressure exceeds 150 psig and the one-way flow of grout can not be maintained as outlined above, the grout shall be immediately flushed out of the duct with water full length, the vent valves will be immediately opened, pumping resumed, and the vents reclosed in sequence.

Grout shall be pumped through the duct and continuously wasted at the outlet pipe until: (a) No visible slugs of water or air are ejected and (b) The efflux time of the ejected grout is not less than 11 seconds. The outlet pipe shall then be capped (or the valve closed) and the pumping pressure or 60 psig, whichever is greater, shall be maintained for at least 30 seconds, after which time the valve at the injection pipe (or vent being used for injection) shall be closed while maintaining this pressure. Valves and caps shall not be removed or opened until the grout has set.

The surfaces of concrete against which concrete encasement over anchorage assemblies is to be placed shall be abrasive blast-cleaned and clean aggregate exposed after grouting of the ducts has been completed.

Testing - Testing of prestressing steel shall conform to the appropriate ASTM standards.

All wire, strand or bars to be shipped to the site shall be assigned a lot number and tagged for identification purposes. Anchorage assemblies to be shipped shall be likewise identified.

The following samples for testing shall be supplied at the contractor's expense:

For wires requiring heading -- 8 feet from each coil.

For wires not requiring heading -- sufficient length from each coil to make up one parallel-lay cable 8 feet long consisting of the same number of wires as the cable to be furnished.

For strand -- 8 feet from each reel.

For bars to be furnished with threaded ends and nuts -- 5 feet between threads at ends from each 1,000 feet or part thereof.

Two anchorage assemblies shall be furnished, complete with distribution plates of each size or type to be used, if anchorage assemblies are not attached to reinforcement samples.

A ladle analysis for all of the above shall be submitted for each heat represented.

Grout expansive admixture -- 1 pound of the expansive admixture to be used in grouting.

When prestressing systems have been previously tested and approved for similar projects by an agency acceptable to the State, upon proper certification, anchorage assembly samples need not be furnished provided there is no change whatsoever in the materials, design or details previously approved.

The release of any material by the Engineer shall not preclude subsequent rejection if the material is damaged in transit or later damaged or found to be defective.

The contractor shall have no claim for additional compensation in the event his work is delayed awaiting approval of the materials furnished for testing.

Measurement - All REquired.

Payment: Lump Sum. Estimated Weight: 118,400 pounds.

BID ITEMS -- GREENS BRIDGE

1.	Clearing and grubbing	All	Lump Sum
2.	Embankment in Place	C.Y.	270
3.	Shoring, cribbing, etc.	All	Lump Sum
4.	Structure Excavation	C.Y.	1,025
5.	Structure Excavation Below Elevation	C.Y.	100
6.	Furnish HP12x53 piling.	L.F.	8,433
7.	Drive steel.	Each	99
8.	Splice steel.	Each	15
9.	Class "A" Concrete.	All	Lump Sum.
10.	Reinforcement.	All	Lump Sum.
11.	Post-tension reinforcing.	All	Lump Sum.
12.	Two-tube aluminum railing.	L.F.	505
13.	Pedestrian railing.	L.F.	474
14.	Corrugated catch inlets.	Each	4
15.	8-inch drain pipe	L.F.	90

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JUN 2 0 1972

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7775

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 20, 1972

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM Walter J. Hart
Bridge Engineer

SUBJECT Greens Bridge
Bridge 6418

We have reviewed the length of structure and other hydraulic data pertaining to the Greens Bridge being designed by Oregon Bridge Engineering Company. The length of the structure proposed we consider to be adequate and with minor exceptions, all other hydraulic considerations have been properly evaluated in Oregon Bridge's hydraulic study.

Three possible items, which may or may not have been considered, but do not appear in the hydraulics report are backwater, riprap at the bridge piers and scour during high river stages.

Backwater would appear to be insignificant since pier shape and alignment, as shown, should provide favorable hydraulic efficiency through the bridges; in addition, the 100-year flood elevations show the river to be confined within its banks at the proposed bridge site and does not encroach on the toe of the fill slopes. Although the pier alignment is favorable to the predominant flow pattern of the North Santiam River at this section, it is conceivable that at times of high discharge Pier No. 1, and to a lesser extent Pier No. 2, could be subjected to more severe scour conditions because of a redirection of the current pattern. Highway Division bridge maintenance records show that riprap has had to be placed at several bridges with similar construction for pier protection resulting in additional maintenance costs.

JA:dh

cc Oregon Bridge Engineering Co.
H. A. Schell
R. L. Lenz

RECEIVED
JUN 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

Al Johnson should see include the rip rap on the job.

Ed Hunter – Walt Hart will Contact Oregon Bridge & have them include Rip Rap in plans.

NOTED
E. S. HUNTER

RECEIVED
JUN 20 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

7795

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE June 20, 1972

FROM L. H. Young
Programing Engineer

SUBJECT Program Data Submission
Project EHS-S-390(4)

We are submitting program data for one project, Item No. 1095, Project No. EHS-S-390(4), "N. Santiam River (Greens) Bridge Section", which we desire to have included in the Federal-aid Secondary Highway Program.

This project has been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on July 27, 1972.

Copies of State, District 3 and 4 Clearinghouse letters of approval dated December 28, 1971, January 12, 1972 and February 2, 1972, respectively were submitted previously under Project EHS-S-390(3).

This project qualifies as "EHS" under paragraph (e) of Section "Emergency Highway Safety Programs" of IM 30-5-71. The existing narrow (17' 5" horizontal clearance) bridge with a very sharp roadway curve on the westerly end presents a potential traffic hazard to the traveling public of such a magnitude that the Highway Division and the County have concluded that the replacement of the bridge, to current standards, ranks among the top priorities of bridges within the County's FAS system needing replacement.

The construction engineering under this project is to be accomplished by the engineering firm of "Oregon Bridge Engineering Company, Consulting Engineers" as set forth in the Consultant

Agreement as approved under FHWA Memorandum dated March 27, 1972, with such construction engineering as required for supervision and inspection in order to fulfill State responsibility being done by State forces.

It is the present intention to construct the approaches at each end of the bridge in the future under a separate Federal-aid project.

Enc.

JG:dg

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL

6-20-72

	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 68		PRESENT	FUTURE
CARD 2	1	Co. Rd. 2.0 mi. E. of Jefferson	ADT	1,100*	1,900 (66)

	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FR ROUTE NO. (66)(69)	SUPV. DIST. (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)
CARD 3	One Bridge						

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Secondary	
	NAME OF URBAN AREA 17-31	ROUTE NO. S

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	ESTIMATED TOTAL ESTIMATED COST (59) 66	ESTIMATED FEDERAL (67)
1	(14-18)	(15)	41	42						
5					PE		Co. Rd. 2.0 mi. E. of Jefferson			
5					ROW					
5					CONST (CODE) X081		"N. Santiam River (Greens) Bridge Sec."	0.09	600,000	38
							PROJECT TOTALS	0.09	600,000	38

(10) (23) (24)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-20-72

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	1,100*	1,900	92	10	Oregon	35	022	1095
(65)			(66)	(70) (71) (72)			(2) (3)	(4) (9)	(14) (18)

SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I, Projects Only POST MI.	DESIG.
(69)	(70)	(71)	(72) (73)	(74) (75)	EHS-S-	390	(4)	(24) (26)	27
					14 23	7	13		

COUNTY NAME: Linn & Marion — COUNTY CODE: 043 | 047 (14) (18)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 126 (32) — STATE: Co. Rd. (36) (37) — U.S. (41)

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			
					Construct one pre-stressed conc. box girder bridge, length 480', H.C. 34', & with a 5' walk on the down-stream side.
					ROW - 60' min.; access control - none; parking restrictions - none.
0.09	600,000	381,300	218,700		
0.09	600,000	381,300	218,700		
(16)	(23) (24)	(33)			

REMARKS

P.E. for this project programed under Item No. 1085, Project No. EHS-S-390(3).

-OVER-

USCOMM DUSCOMM-DC 48805-P61

N. SANTIAM RIVER (GREENS) BRIDGE SECTION
PROJECT NO. EHS-S-390(4)

Existing Facility:
Roadway - - - - 20-foot oil mat surface with 6' gravel shoulders.
Structure - - - One through steel truss, length 435', H.C. 17' 5".
Adjacent Sections: 20-foot oil mat surface with 6' gravel shoulders.
Project Data: Construct on improved (new) alignment, one prestressed concrete box girder bridge (Br. No. 6418A) 480 feet long with a horizontal clearance of 34 feet and a 5-foot walk on the downstream (southerly) side. Construction of the approaches at each end of the bridge will be done in the future under a separate Federal-aid project.
*NOTE: The DHV is 130 for this location and therefore the 34-foot structure width falls within the minimum standard allowed under the Secondary Road Plan.
Exception to Minimum Standards: None
Right-of-Way: 60' minimum
Relocation Assistance Payments: Will be made by County as required.
System Action, Water Development, Railroads, Recreation and Historical Areas: None
Negative Environmental Declaration: Concurred in by FHWA May 8, 1972.
Clearinghouse Approval: State, District 3 and 4 Clearinghouse approvals received by letters dated December 28, 1971, January 12, 1972 and February 2, 1972, respectively.
Public Hearing: Held January 20, 1972. Certification required by Section 128 of "Public Hearings" of Title 23, U.S.C., made under the provisions of the "Secondary Road Plan" on February 25, 1972.
Location/Design Approval: Granted May 26, 1972 under the "Secondary Road Plan".
Route Data: This is a farm-to-market road, a school bus route and a mail route.
Unusual or Complicated Situations: The construction engineering work is to be accomplished by a consulting engineering firm known as "Oregon Bridge Engineering Company, Consulting Engineers" as set forth in the consultant agreement as approved under FHWA Memorandum dated March 27, 1972, with such construction engineering as required for supervision and inspection in order to fulfill State responsibility being done by State forces.
Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.
NOTES: 1. This project qualifies as "EHS" under paragraph (e) of Section "Emergency Highway Safety Program" of IM 30-5-71. The existing narrow (17' 5" H.C.) bridge with a very sharp roadway curve on the westerly end presents a potential traffic hazard to the traveling public of a magnitude that the Highway Division and the County have concluded that the replacement of the bridge ranks among the top priorities of bridges within the County's FAS system needing replacement.
2. On-the-job trainees, as set forth in FHWA order interim 7-2-(2), on this project will be determined at P S & E stage and the number stipulated in the P S & E documents.

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

June 16, 1972

Mr. H. S. Cox, County-City Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97303

RE: North Santiam River (Greens) Bridge Section
County Road FAS 126
Hydraulic Report

Dear Sir:

This letter is intended to supplement our Hydraulic Report that was submitted on May 31, 1972. Several questions were raised during the review of the report and we hope that the following information will answer these questions:

(1) Existing Bridge Foundations - The existing 400' steel truss bridge is very old and we have not been able to locate plans showing the foundation details. The massive size of the piers suggests spread footings founded on the gravels, although piling may have been used; if so, they would likely have been short timber piles.

(2) Backwater Effect - It is our opinion that there will be no discernable change from the present conditions due to the construction of the proposed bridge, for any stage of river flow. Drawing Number 2 in the main report shows the layout of the proposed structure and the existing bridge. Neither end fill will extend into the river further than those existing, taking into account the very large existing pier which in effect is part of the existing East approach fill.

(3) Flood Velocity - 18 feet per second seems high, although this figure was developed from reference (1) cited in the main report (page 5). An independent analysis of the river at the bridge site was made by Hydraulics Professor Nece of the University of Washington, and his

study indicated an average expected velocity of 16.4 fps at a flow of 60,000 cfs. Design based on 18 fps seems conservative, but reasonable.

(4) Scour at Piers - This was investigated, both by our design staff and Professor Nece. In our final design we are locating the tops of pier footings 15 feet below river bed. This results in the bottom of the pile-supported pier footings nearly 21 feet below existing river bed. In our opinion, this is conservative, but not overly so.

(5) Flood Clearance - In view of flood height records, upstream control of drift and runoff by dams, and the configuration of the river channel, we feel that vertical and horizontal clearances are adequate. Considerable effort, including a change in superstructure design, was expended in order to fit the river conditions as best as possible and still produce a structure at reasonable cost. Vertical alinement constraints, particularly at the West approach, are quite severe. All in all, we feel that the structure we propose is perfectly adequate with respect to clearances, not only for flood and drift, but for recreational boating as well.

Enclosed with our copy of this letter to Mr. Hart is a print of an aerial photo of the site, with the outline of the proposed bridge shown in red pencil. This may help to clarify the conditions at the site. Additional prints can be obtained if needed, but presently we can only furnish one.

Please let us know if there is any further data that we can furnish, or if there are any points that we have failed to cover.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

cc: W. J. Hart w/enclosure
Richard Dalke

ADT 1972-1,100
1992-1,900

DHV 1972-130
1992-220

SAFETY: Yes

MEMO TO R. N. CHASE Date: June 15, 1972

FAS 126, Linn COUNTY, N. Santiam River (Greens) Bridge SECTION

TERMINI: 2.42 miles east of junction with FAS 125 in the town of Jefferson

PROPOSED WORK: structure over N. Santiam River

PROJECT LENGTH: 480 feet

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	600,000	360,000	120,000	120,000	

EXISTING FACILITIES: 378' steel through truss with two approach spans, one 19' and the other 38', with 17-feet 5-inch roadway.

ADJACENT SECTIONS:
NORTH/~~EAST~~ END:
2-10 foot oiled travel lanes with 6-foot gravel shoulders
SOUTH/~~WEST~~ END:

PROJECT DATA: Construct a reinforced concrete bridge on improved alignment. Structure to be 480 feet long with a 34' roadway with a 6' sidewalk on downstream side. Existing bridge is to be used as detour and then to be removed and disposed of by contractor. An necessary riprapping to be done by contractor.

RIGHT-OF-WAY: 60' minimum

ACCESS CONTROL: none
RAILROAD CROSSING: none

MINIMUM DESIGN STANDARDS: No deviation from standards

SYSTEM ACTION: Completed
PUBLIC HEARING: January 20, 1972
UNUSUAL OR COMPLICATED SITUATIONS:

ROUTE DATA: This is a farm-to-market road and is a school bus and mail route.

Negative Declaration: May 8, 1972
Park and recreation area affected No park affect - private owner has permitted (over)
Relocation assistance One dwelling moved; owner was already in a rest home but financial compensation and consideration was given. County paid all property transfer costs.
Social, economic & environmental effects considered Yes
Location and design approved May 26, 1972
Clearinghouse approved December 28, 1971
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.
Hearing Certification February 25, 1972
Section 204 Review January 12, 1972

June 15, 1972

Oregon Bridge Engineering Company
P.O. Box 72
Springfield, Oregon 97477

Attn: Mr. L. F. Pierce
Chief Design Engineer

RE: Piling Load Test
North Santiam (Greens)
Bridge Section
FAS 126
Linn County

Gentlemen:

Because of the time limit, it will not be possible to set up a contract and obtain bids for the work you prescribe in your letter of June 12 to Mr. Cox on Greens Bridge.

We suggest that you obtain three bids and negotiate with the lowest bidder to perform this work.

Please furnish the State with a copy of the bid proposals and the negotiated contract for programing with the FHWA and for our records. Of Course, do not begin this work until we have approval from the FHWA. We will notify you when this is obtained.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:lat
cc: W. J. Hart
Richard Dalke

ADT 1972-1,100
1992-1,900

DHV 1972-130
1992-220

SAFETY: Yes

MEMO TO R. N. CHASE Date: June 15, 1972

FAS 126, Linn COUNTY, N. Santiam River (Greens) Bridge SECTION

TERMINI: 2.42 miles east of junction with FAS 125 in the town of Jefferson

PROPOSED WORK: structure over N. Santiam River

PROJECT LENGTH: 480 feet

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	600,000	360,000	120,000	120,000	

EXISTING FACILITIES: 378' steel through truss with two approach spans, one 19' and the other 38', with 17-feet 5-inch roadway.

ADJACENT SECTIONS:
NORTH/~~EAST~~ END:
SOUTH/~~WEST~~ END: 2-10 foot oiled/travel lanes with 6-foot gravel shoulders

PROJECT DATA: Construct a reinforced concrete bridge on improved alignment. Structure to be 480 feet long with a 34' roadway with a 6' sidewalk on downstream side. Existing bridge is to be used as detour and then to be removed and disposed of by contractor. An necessary riprapping to be done by contractor.

RIGHT-OF-WAY: 60' minimum

ACCESS CONTROL: none
RAILROAD CROSSING: none

MINIMUM DESIGN STANDARDS: No deviation from standards

SYSTEM ACTION: Completed
PUBLIC HEARING: January 20, 1972
UNUSUAL OR COMPLICATED SITUATIONS:

ROUTE DATA: This is a farm-to-market road and is a school bus and mail route.

Negative Declaration: May 8, 1972
Park and recreation area affected No park affect - private owner has permitted (over)
Relocation assistance One dwelling moved; owner was already in a rest home but financial compensation and consideration was given. County paid all property transfer costs.
Social, economic & environmental effects considered Yes
Location and design approved May 26, 1972
Clearinghouse approved December 28, 1971
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.
Hearing Certification February 25, 1972
Section 204 Review January 12, 1972

Park and recreation area affected (cont.)	people toplace and remove boats from the N. Santiam at this point.

fas 126
Linn Co

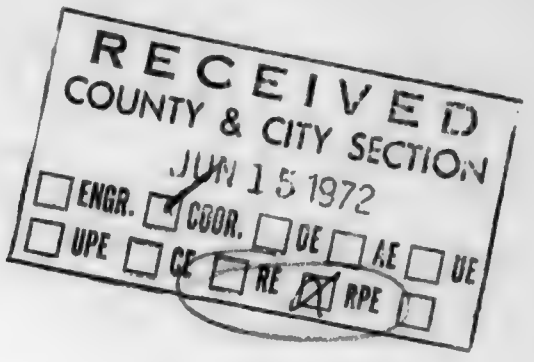
OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

June 14, 1972



Mr. H. S. Cox, County-City Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97303

RE: North Santiam River (Greens) Bridge Section
County Road FAS 126

Dear Sir:

Since our letter of June 12, 1972, regarding the proposed test pile program for the Greens Bridge we have revised our thinking on this matter. We now propose to drive and test load HP 12x53 piling only, and omit the cylindrical steel shell concrete-filled pile from the test program.

After reviewing the situation among our design staff, and after discussing the merits and costs of the different types of piling with the OSHD Bridge Engineer and his foundation engineer, we feel confident that the HP steel pile is the proper choice for the foundations.

In view of this we propose that three HP 12x53 piling be driven in the West Abutment where the piling would become a permanent part of that abutment foundation. One pile would be load tested and the other two piles used as reaction piles for the load frame.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:jap

cc: Mr. W. J. Hart
Mr. Richard Dalke
Mr. L. R. Squier

FAS 126
Linn Co

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 14, 1972

TO Mr. H. S. Cox
County-City Engineer

FROM Walter J. Hart
Walter J. Hart
Bridge Engineer

SUBJECT North Santiam River (Greens) Bridge Section
County Road, FAS 126

Please refer to the letter from Oregon Bridge Engineering Co. to you, dated June 12, 1972, in which Oregon Bridge recommends setting up a procedure to perform pile load tests at the north abutment. We have talked to Herb Schell and Bob Pillsbury of the FHWA and they have indicated that they would go along and participate in whatever course of action we think is necessary.

Because of the time limit, it will not be possible to set up a contract and obtain bids for this work. Would you take the necessary steps so that Oregon Bridge Engineering Co. can obtain a negotiated contract to perform this pile test? The pile test, as agreed upon by Mr. L. F. Pierce, would include only one HP 12 x 53 test pile at the north bent, with the necessary casing, reaction piles, framework, et cetera.

MAC:dh

RECEIVED
COUNTY & CITY SECTION
JUN 14 1972
☐ ENGR. ☑ COOR. ☐ CE ☐ LE ☐ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

Fed. Aid 126
Linn Co

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

RECEIVED
COUNTY & CITY SECTION
JUN 14 1972
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

June 12, 1972

Mr. H. S. Cox, County-City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97301

RE: North Santiam River (Greens) Bridge Section
County Road FAS 126

Gentlemen:

We have transmitted two copies of the preliminary foundation report for the Greens Bridge to the OSHD Bridge Division this date. This report was prepared by L. R. Squier, Consulting Engineer, who was retained by our firm to assist in the investigation and analysis of the foundation conditions for this project.

Foundation drilling was interrupted by high runoff conditions before we were able to complete the four test holes that were programmed. However, three holes were finished, and the fourth partially drilled. We would expect to finish the fourth test hole after June 19th, the date that the Corps of Engineers feels we can be guaranteed sufficient days of low water to complete our work.

We are recommending setting up a procedure to install and test load two types of piling, i.e., a steel H-pile and a cylindrical steel shell concrete-filled pile. This test should be done prior to letting the construction contract and could best be performed at the West abutment where the piling would become a permanent part of the foundation for the abutment. If approval by the State and Federal agencies to perform the test is obtained, we would expect to arrange to have the work done during the first and second weeks in July. It might be a good idea to drive all of the piling in the abutment at that time in order to obtain as much driving information as possible, as well as to take advantage of mobilization costs incurred for the test piles.

It is our feeling that the test pile is necessary, and that it will also prove to be a good investment for several reasons:

1. Detailed pile driving records will remove much of the uncertainty for contractors bidding the project and should result in better bid prices.

2. The relative merits, driving capabilities and load capacities of the two different types of piles can be ascertained.

3. Verification of pile load values and required pile lengths prior to start of construction may save costly delays during construction of the bridge. A pile load test during construction would use valuable time from a tight schedule, since we are bidding late in the year and hope to get the piers constructed this season prior to Fall rains.

In the meantime we are preparing the design and plans based on using HP 12x53 piles loaded to 70 tons maximum. Based on the results of the pile load test (if performed as recommended above) and the recommendations of the OSHD Bridge Engineer, we may include steel shell or Raymond step-taper piling as a bid alternate. This can be handled in the specifications, or in an addendum to the specs, if there is insufficient time between the test results and preparation of the bidding documents.

Prints of the completed plans and rough draft special provisions for the structure will be delivered to the Bridge Division on June 16, 1972.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

LFP:jap

cc: W. J. Hart
Richard Dalke

FISH
COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
EDW. G. HUFFSCHMIDT
Vice Chairman
McKEE A. SMITH
Member

cc's sent 6/16/72:

E. S. Hunter
L. H. Young
W. J. Hart (4)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (4)
I. R. Boyd (8)

June 14, 1972

Mr. George M. Baldwin
Highway Division
Highway Building
Salem, Oregon 97310

Attention Frank Hall

Dear Mr. Baldwin:

The following proposed projects transmitted to us by your letter dated June 8, 1972 have been reviewed.

1. North Santiam River (Green's) Bridge Section
   FAS 126
   Linn County

2. Big Creek (Knappa) Bridge Section
   County Road (Old Columbia River Hwy.)
   Clatsop County

3. Bilyeu Creek (Camp Morrison) Bridge Section
   County Road 830
   Linn County

4. Champoeg State Park
   Bicycle Trail
   Marion County

We anticipate no fishery conflicts providing the work is done so that stream water quality and fish passage are maintained. Also, we recommend the construction be scheduled during low water period.

NOTED
E. S. HUNTER

Your consideration will be appreciated.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc OGC

RECEIVED
JUN 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 1 1972
FOR FILING
7795

MEMO TO FILES

June 7, 1972

Re: N. Santiam River (Greens) Bridge Section
Greens Bridge Road, FAS 126
Linn & Marion Counties

As a result of a conference held in the County and City Section office, the subject project will be broken into two separate contracts. The structure only will remain on the July 27 bid letting; and the grading, surfacing, paving and guardrail on the approach roadways will be contracted in the spring of 1973.

For H. S. Cox
County and City Engineer

RHP:ljt

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder ✓
Bridge
Design
Location
Plann_ng
Programing

NOTED
R. L. SCHROEDER

RECEIVED
JUN 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FAS 126
Linn/Marion

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 2, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM Walter J. Hart
Bridge Engineer

RECEIVED
COUNTY & CITY SECTION
JUN 2 - 1972
ENGR. COOR. LE AE UE
UPE CE RE RPE

SUBJECT Greens Bridge
North Santiam River
FAS 126
Marion-Linn County

Five drawings of advanced prints for the Greens Bridge have been received from Oregon Bridge Engineering Company. Two sets of these advanced prints are being forwarded to you as a preliminary submittal for your review.

Two copies of the hydraulics report for the structure site are also enclosed.

Foundation investigation at the site has not been completed. Based on the foundation data available to date all piers and abutments will be supported on Steel 'H' Piling. A copy of the final foundation recommendation will be forwarded to you when the investigative work is completed.

The estimated cost of the structure including a contingency allowance is $630,000.

WJH/ag
Attachs.

cc H. S. Cox
Oregon Bridge Engineering Co.

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

RECEIVED
COUNTY & CITY SECTION
MAY 31 1972
☑ ENGR. ☑ COOR. ☐ OE ☒ AE ☑ UE
☐ UPE ☑ CE ☒ RE ☒ RPE ☐

May 31, 1972

Mr. H. S. Cox, County-City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97301

RE: North Santiam River (Greens) Bridge Section
County Road FAS 126

Gentlemen:

Transmitted with this letter are four sets of preliminary plans for the proposed structure, together with four copies of our hydraulic report for the project.

These plans are only partially complete at this time, consisting of five drawings, File Numbers 931 through 935. When all details are complete, we estimate that there will be eight detail sheets and one perspective drawing.

Due to very difficult foundation conditions revealed by the test drilling, it has become apparent that the total estimated cost will approach $600,000, rather than the $450,000 originally estimated.

Providing that the project will continue in spite of the added cost, our firm can have complete plans and special provisions for the specifications ready for review by June 16th.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

L. F. Pierce
Chief Design Engineer

1 set retained, the rest taken by Walt Hart
5-31-72 WHH

LFP:jap
Enclosures

cc: Richard Dalke w/enclosure

7-27-72 Structure - $650,000
Spring '73 Gr. + Pave - $450,000

RECEIVED
JUN 13 1972
FOR FILE

7795

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: North Santiam River (Greens) Bridge
Highway: F.A.S. 126
County: Linn and Marion
Prefix: 522-1413

Res. Engr. ____
Approx. Length 0.35± mile
Sta. 0+00 ± to Sta. 18+57 ±
Date 5-25-72

Mean Truck A.D.T. 123.0
Traffic Coefficient 7.2
18 kip s. a. per day 20.1

Annual Precipitation 51"± (Stayton)
Frost Penetration - - -
CBR Total Requirement *17.5"

(1)

Typical Soil

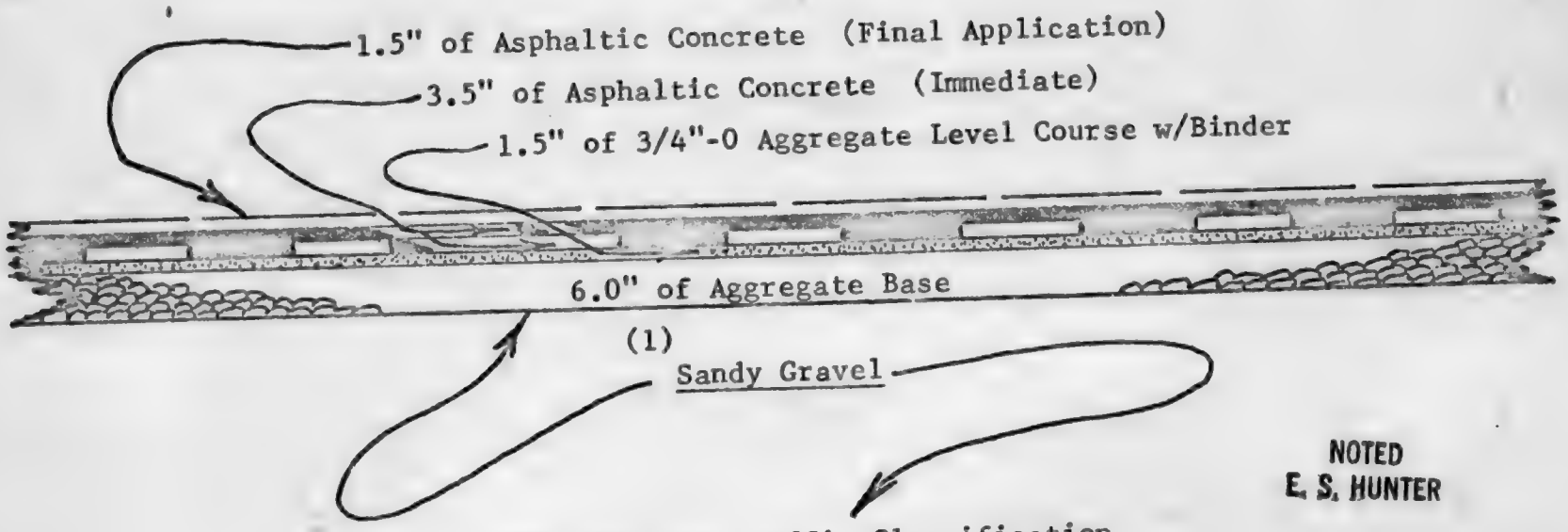
21 LL
3 PI
38 %P 10
11 %P 200
62 % Gravel
20 % C Sand
7 % F Sand
8 % Silt
3 % Clay
50 R Value
A-1-a AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	Actual Thick.	Component
3.0	1.5	A.C. (F.A.)
7.0	3.5	A.C. (I.)
1.5	1.5	A.L.
6.0	6.0	A.B.
*17.5	12.5	

STRUCTURAL SECTION


1.5" of Asphaltic Concrete (Final Application)
3.5" of Asphaltic Concrete (Immediate)
1.5" of 3/4"-0 Aggregate Level Course w/Binder
6.0" of Aggregate Base
(1)
Sandy Gravel

NOTED
E. S. HUNTER

*Minimum for Traffic Classification

RECEIVED
JUN 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Submitted by _____ Base Design Engineer

Recommended by _____ Engineer of Materials and Research

Recommended by _____ Location Engineer

Approved by _____ Deputy Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

SECTION: North Santiam River (Greens) Bridge

HIGHWAY: F.A.S. 126

COUNTY: Linn and Marion

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*3/4"-0 Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
6.0 - 7.0	3.0"	1.5"	7.5"	15.0"	12.0"
4.8 - 6.0	2.0"	1.5"	7.0"	12.5"	10.5"
Cars Only	2.0"	1.5"	5.5"	11.0"	9.0"

Remarks:

The total surfacing thickness is based on gravel borrow with a minimum R value of 50.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0 "	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8 "	Aggregate Base
1.0"	Cement Treated Base	= 1.8 "	Aggregate Base
1.0"	Oil Mat	= 1.1 "	Aggregate Base
1.0"	Aggregate Subbase	= 0.8 "	Aggregate Base
1.0"	Lime Treated Subgrade	= 0.8 "	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: North Santiam River (Greens) Bridge

HIGHWAY: F.A.S. 126

COUNTY: Linn and Marion

1100 Present ADT (19 72)

8 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	65	1.7	111	88	450	39,600
3	20	1.7	34	27	1000	27,000
4	1	1.7	2	2	1250	2,500
5	4	1.7	7	6	3180	19,080
6	0	---	---	--	2570	- - -
				123	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 88,180

TWENTY YEAR EWL 1,763,600

TRAFFIC COEFFICIENT 7.2

SECTION: North Santiam River (Greens) Bridge

HIGHWAY: F.A.S. 126

COUNTY: Linn and Marion

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers Asphaltic Concrete.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.35± mile) project.

Traffic does not warrant the use of C.R.P.C.C.

TRANSACTION NUMBER 4-39

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-18-72

BY (Signature): MR. YOUNG'S APRIL 10, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1085 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1085	EHS-S-390(3)	0.25	26,000	16,300	NORTH SANTIAM RIVER (GREENS) BRIDGE SECTION.	PRELIMINARY ENGINEERING

4-24-72

Gowey

RECEIVED
APR 20 1972
BUREAU OF
STATE HIGHWAY ENGINEER

4-18-72

DELIVERED
APR 18 1972

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING INCLUDING THAT WORK UNDER THE CONSULTANT AGREEMENT WITH THE OREGON BRIDGE ENGINEERING COMPANY WHICH WAS APPROVED MARCH 27, 1972.

FOR FILING 7195

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-18-72	FOR DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

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APR 12 1972
FOR FILING

7795

April 11, 1972

Executive Department
Federal Aid Coordination Unit
Room 320, Public Service Building
Salem, OR 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Secondary project.

Item No.	Project No.	Section Name & PNRS No.
1085	EMS-S-390(3)	N. Santiam River (Greens) Bridge PNRS #71.0572

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Enc.

cc R. N. Chase
B. L. Gifford

RWC:dg

RECEIVED
APR 13 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

7795

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 10, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM **George M. Baldwin**
Administrator of Highways

By
L. H. Young, Programing Engineer

SUBJECT **Program Submission**
Project EHS-S-390(3)

We are submitting program data for one Secondary Preliminary Engineering Project, Item 1085, Project No. EHS-S-390(2), N. Santiam River (Greens) Bridge Section, which we desire to have included in the Federal-aid Secondary Highway Program.

This project has been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-aid Act.

We are enclosing copies of State, District 3 and District 4 Clearinghouse approval letters dated December 28, 1971; January 12, 1972; and February 2, 1972; respectively.

This project qualifies as "EHS" under paragraph (e) of Emergency Highway Safety Programs" of IM 30-5-71. The existing narrow (17'6" horizontal clearance) bridge with a very sharp roadway curve on the westerly side presents a potential traffic hazard to the traveling public of such a magnitude that the Highway Division and the County has concluded that the replacement of the bridge, to current standards, ranks among the top priorities of bridges within the County's FAS system needing replacement.

Encl.

RHC:dg

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

4-11-72

FEDERAL-A

CARD 2 — REPORT NUMBER (19)(20): 1 — PROJECT LOCATION (45 typewriter spaces) 21 65: Co. Rd. 2.0 mi. E. of Jefferson E. 0.25 mi.

ADT — PRESENT: 1,100 — FUTURE (66): 1,900

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62: Preliminary Engineering

NATL. FOREST (63)(68) — FH ROUTE NO. (66)(69) — RIPV ADCT (69) — DA CLASSIF. (70) — DA AREA (71)(72) — EMERG. YR. (73): EHS

CARD 4 — CLASS OF FEDERAL FUNDS: Secondary — COUNTY NAME: Li

NAME OF URBAN AREA (17-31) — ROUTE NO.: S — FEDE

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43 46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL (67)
1	(1415)	(16)	41	42						
5					PE		Co. Rd. 2.0 Mi. E. of Jefferson E. 0.25 mi.	0.25	26,000	16,300
5					ROW		"N. Santiam River (Greens) Bridge Section"			
5					CONST (CODE)			0.25	(450,000)	
								0.25	26,000	16,30

(18) (23)(24)

CARD 1 — CODE 1 — PREPARED BY — PROJECT TOTALS

1 — 14 — PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	1,100	1,900	92	10	Oregon	35	022	1085

DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
		EHS		EHS-S-	390 (3)			

COUNTY NAME: Linn and Marion — CODE: 043 | 047

ROUTE NO.: S — FEDERAL-AID: 126 — STATE: Co. Rd. — U.S.:

PROGRAM STAGE: [ ] 1 OR [X] 2

ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
26,000	16,300	4,850	4,850 (Co.)	Preliminary Engineering all phases. (Future 2 - 11' lanes H.T. pave., with 4' shldrs. 1 Br. (450') H.C. 34' with 5' shoulders.
(450,000)				ROW - 50' min.; access control-none; parking restrictions-none.
26,000	16,300	4,850	4,850 (Co.)	

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48905-P61

N. SANTIAM RIVER (GREENS) BRIDGE SECTION
Project EHS-S-390(3)

Existing Highway Facility:
a. Roadway - - - - - 20' oil mat surface with 6' shoulders.
b. Structure - - - - One through steel truss, length 435', H.C. 17.5'.

Adjacent Facilities: East and west end roadway same as existing above.

Project Data: The work consists of all phases of preliminary engineering necessary to design an ultimate facility of 2 - 11' lanes, 6' shoulders and a 450' bridge (H.C. 34') with a 5' sidewalk all on new alignment.

The preliminary engineering is to be accomplished by the consultant engineering firm of the Oregon Bridge Engineering Company, with necessary supervision and contract document by Highway Division forces.

Exception to Minimum Standards: None.

Public Hearing: Held February 20, 1972 and certification required by Section 28, "Public Hearings", of Title 23, U.S.C., was made February 25, 1972 under the provisions of the Secondary Road Plan and is available in the project file.

Location/Design Approval: Will be granted under the provisions of the Secondary Road Plan.

Environmental Impact Statement: A negative environmental declaration submitted for the project as a separate action.

System Action, Railroad, Airport, Water Development, Historical and Recreational Areas: None involved.

Right-of-Way: To be acquired by County. Relocation assistance payments as required will be made by the County.

The State, District 3 and District 4 Clearinghouse approvals received by letters dated December 28, 1971; January 12, 1972; and February 2, 1972, respectively.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

This project qualifies as "EHS" under paragraph (e) of Section "Emergency Highway Safety Program" of IM 30-5-71. The existing narrow (17.5' H.C.) bridge presents a potential traffic hazard to the traveling public of a magnitude that the Highway Division has concluded that the replacement of the bridge ranks among the top priority of the bridges within the County's FAS system needing replacement.

ADT 100 - 1971 DHV 130 - 1971
1,900 - 1991 220 - 1991

SAFETY: _____

MEMO TO R. N. CHASE Date: March 30, 1972

FAS 126, Linn COUNTY, N. Santiam River (Greens) Bridge SECTION

TERMINI: This structure is over the S. Santiam River approximately 2 miles east of the town of Jefferson. River is county line between Linn and Marion counties.

PROPOSED WORK: Preliminary engineering and plans.

PROJECT LENGTH: Approximately 0.25 mile

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	24,000	14,400	4,800	4,800	

EXISTING FACILITIES: 378' steel through truss with one 19' approach span on one end and a 38' approach span on the other end, having a 17.5' roadway.

ADJACENT SECTIONS:

NORTH/EAST END:
20' oil mat with 6' gravel shoulders.

SOUTH/WEST END:

PROJECT DATA: Construct a reinforced concrete bridge approximately 450 feet long with a 34' clear roadway, and a 4' 8½" sidewalk. Also construct a portion of the roadway on either end of the new structure on improved alignment having two 11' travel lanes and 6' shoulders. To be paved full width with AC.

RIGHT-OF-WAY: 50' minimum

ACCESS CONTROL: none
RAILROAD CROSSING: none

MINIMUM DESIGN STANDARDS: No deviations anticipated

SYSTEM ACTION: Completed
PUBLIC HEARING: Held January 20, 1972
UNUSUAL OR COMPLICATED SITUATIONS: County will do the field survey with their own crews at their own expense. Design of project by the consultant engineering firm.
ROUTE DATA: This is a farm-to-market road and is a mail and school bus route.

Hearing Certification: February 25, 1972
Park and recreation area affected - No
Relocation assistance - No one to be moved

Social, economic & environmental effects considered - Yes
Location and design approved - To be acquired prior to contract
Clearinghouse approved - December 28, 1971
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.
Approved by MWV-COG - January 12, 1972
Approved by Dist. 4 COG - January 26,1972

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 9, 1971

SUBJECT:

To:

H. S. Cox
County-City Engineer

B U I L D I N G

Traffic Data
FAS 126
Marion-Linn County

Attention: Harold Reynoldson

In accordance with your request, we are tabulating below Average Daily Traffic (ADT) and Design Hour Volume (DHV) for the Green's Bridge Section on FAS 126 at the Marion-Linn County Line.

Description	1971 ADT	1971 DHV	1991 ADT	1991 DHV
North Santiam River Bridge (Green's Bridge) FAS 126	1,100	130	1,900	220

Robert E. Royer
Planning Engineer

JH:ap

RECEIVED
COUNTY & CITY SECTION
DEC 10 1971
ENGR. COOR. AE UE
UPE CE RE RPE

BP*52478-794

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

Ltr 126
Linn Co

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 27, 1972

In reply refer to: 10-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-390(-)
N. Santiam River (Greens) Bridge Section
Consultant Agreement

The Consultant Agreement between Linn County and the Oregon Bridge Engineering Co. for the design and construction engineering for the subject project is hereby formally approved as submitted with Mr. Klaboe's ~~March~~ 21, 1972 letter. However, no authorization to proceed can be granted until a satisfactory program covering this work has been approved by this office.

NOTED
F. B. KLABOE

RECEIVED
MAR 29 1972
OFFICE OF
STATE HIGHWAY ENGINEER

3-31-72
RETURNED TO
BY D. [illegible]

RECEIVED
COUNTY & CITY SECTION
MAR 31 1972
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
MAR 23 1972
FOR FILING

7795

March 21, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

55

Dear Mr. Simpson:

10-35-EC
Consultant Agreement
Oregon Project S-390(-)
N. Santiam River (Greens) Bridge
Section

Attached for your approval are three executed copies of the subject agreement in final form, which has been corrected pursuant to your February 29 memorandum.

It is necessary to engage the professional services and assistance of a consultant to perform the engineering functions for the proposed FAS-C project because (1) the County does not have the qualified or experienced personnel to perform the required work, and (2) the Highway Division, with the present work load, does not have sufficient resources to expeditiously develop the proposed project.

The qualifications and experience of the Oregon Bridge Engineering Company have been reviewed by our Bridge Section and it has been determined that the Consultant is adequately staffed and suitable equipped to perform the required services in a satisfactory, economic, and expeditious manner. Our Bridge Section has further analyzed the Consultant's proposal and has concluded that the estimated payments to the Consultant are reasonable for the services and materials to be provided.

Local officials have reviewed the qualifications and experience of Oregon Bridge Engineering Company and have determined that this firm is best suited to their particular needs and conditions.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

Att.

RHP:ljt ia

bc George M. Baldwin
Tom Edwards
E. S. Hunter
A. E. Johnson
H. S. Cox

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
March 17, 1972

SUBJECT: Assignment No. 55 (RLS)

To: Mr. R. L. Schroeder
Assistant State Highway Engineer

BUILDING

Attached are three copies of a consultant agreement covering the North Santiam River (Green's) Bridge Section. The agreements should be approved on page 13, the consultant's certificate signed, and then all three copies of the executed agreement transmitted to the Federal Highway Administration for approval.

There is also attached a draft letter of transmittal to FHWA.

This completes assignment No. 55.

For H. S. Cox
County and City Engineer

RHP:ljt
Att.

cc: E. S. Hunter

RECEIVED
MAR 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

SP*92475-734

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 29, 1972

In reply refer to: 10-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-390(-)
North Santiam River (Greens) Bridge Section
Consultant Agreement

The proposed Consultant Agreement with the Oregon Bridge Engineering Company and Linn County for the engineering work on the subject project has been reviewed and except for some minor incorrect references is approved as to form.

To the best of our knowledge there is no U. S. Department of Highways as referrenced to in paragraph IA on page 2. Perhaps they are referring to AASHO Policies and Standards. Also all references to Bureau of Public Roads, Department of Commerce in Exhibit "A" should be revised to Federal Highway Administration, Department of Transportation.

We would also like to review the Hydraulic Report for this project prepared in accordance with the requirements of IM 20-1-67 when it becomes available.

Please furnish three copies of the executed agreement for formal approval.

3-3-72
REFERRED TO
Schroeder
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
COUNTY & CITY SECTION
MAR 6 - 1972
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
MAR 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-944

ENGR. ☑ SUPR. ☑ CE ☐ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☐ RPE ☐

March 7, 1972

Mr. Wally Palmateer, P.E.
Oregon Bridge Engineering Company
223 M North "A" Street
Springfield, Oregon 97477

Dear Wally,

Our Bridge Section and the Federal Highway Administration have both reviewed your consultant agreement draft for the Green's Bridge in Linn County. I am enclosing copies of their comments.

After you have made the suggested corrections and prepared the final agreement draft, please send us four executed copies for further handling.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

For H. S. Cox
County and City Engineer

RHP:ljt

Encl.

March 1, 1972

Mr. Richard Dalke
Linn County Engineer
3010 Industrial Way
Albany, Oregon 97321

Dear Dick,

We have discussed the design features of the North Santiam River (Greens) Bridge Section of Greens Bridge Road, FAS 126, with the Area Engineer John R. Schultz, and District Engineer Glenn K. Hossner of the Federal Highway Administration, and have determined that a 34-foot roadway width would be the minimum design standard for this project based on traffic counts, design speed, and class of road. The 34-foot width consists of two 11-foot travel lanes and 6-foot shoulders.

We have further determined that the same 34-foot roadway section should also be carried continuously over the structure. This could be accomplished by a slight change in the structural design. I have taken the liberty of altering the typical mid-span section of the proposed bridge as follows:

1. Increase the out-to-out width to 42 feet.
2. Decrease the sidewalk width to 4 feet, 8½ inches.
3. Increase roadway width to 34 feet.

Fill slopes should be as flat as possible and where fills are faitly high, particularly at the bridge ends, they must be no steeper than 1½ to 1 and must have guardrail installed at the edge of the shoulder. I would suggest that the entire right-of-way be utilized for fills and that the right-of-way lines be used as near as possible for the toe-of-slope lines; thus your fill slopes will be very flat where the fills are low and progress to a steeper degree as the fills become higher. You may even find that by using this method the slopes at the bridge ends might come close to a more desirable 2 to 1.

In the roadway design you should also consider that the guardrail on the approach fills should extend from the concrete parapet rail separating the walkway from the roadway.

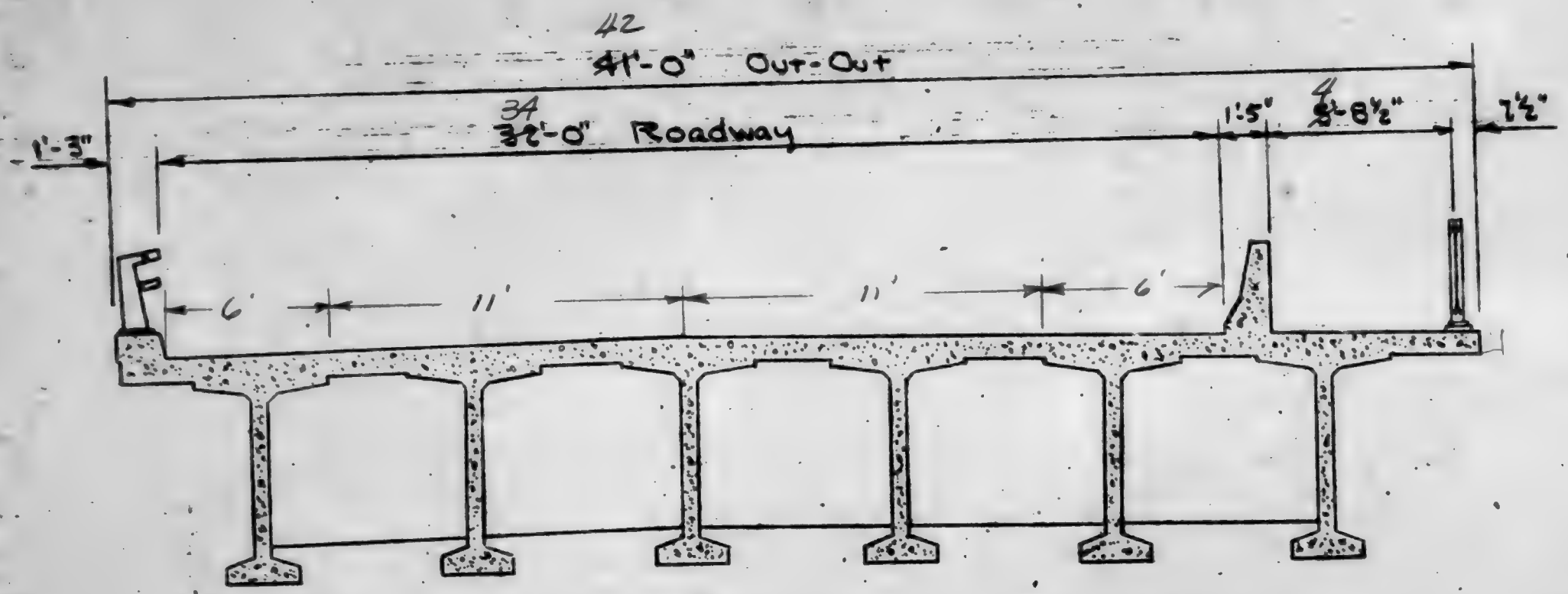
If we can be of further assistance, please call or write.

Very truly yours,

George M. Baldwin
Administrator of Highways

By
for H. S. Cox
County and City Engineer

RHP:ljt
cc: Mr. Glenn Hossner, FHWA
Mr. Ted Kuenzi, Marion County
Oregon Bridge Engineering Company



TYPICAL SECTION NEAR MIDSPAN

Scale 1"=5'-0"

[illegible] BRIDGE ENGINEERING CO.
Consulting Engineers
P.O. BOX 73
SPRINGFIELD, OREGON 97477

GREENS BRIDGE
JAN 1972

RECEIVED
MAR 6 1972
FOR FILING

Box 300
Salem OR 97308

CR 0795

March 1, 1972

10-35.1/S-39(-)

Mrs. Roy D. Tilley
Route 1, Box 317
Jefferson OR 97352

Dear Mrs. Tilley:

Your letter of February 15 has been referred by the Bonneville Power Administration, U. S. Department of the Interior, to this office.

For clarification, the Greens Bridge is proposed as a Federal-aid Secondary project and is located on the Marion County Road System. Construction administration, when underway, will be under the direction of the Oregon State Highway Division. Acquisition of right of way is being performed by Marion County. Mr. Ted Kuenzi is Marion County Assistant Public Works Director. The Right of Way Agent is Mr. Harvey Thurlwell.

Preliminary information indicates that your driveway will not be closed. There may be minor adjustment necessary to provide a transition to the new roadway elevation. The adjoining house has been acquired by the County and will be disposed of by the County in accordance with its procedures - possibly by advertising for its sale and receiving bids.

NOTED
F. B. KLABOE

Enclosed is a map which shows the right of way changes tentatively proposed for the project. The exact right of way limits will not be established until the plans are advanced to the point that precise limits can be determined. This will give you an idea of the extent of right of way

(more)

3-3-72

Schmeer

to be acquired. Note that the adjacent right of way which you are now occupying and using for plantings has previously been acquired and is part of the County road right of way.

The power line located on your property is not connected with this project.

If you have further right of way questions it is suggested that they be discussed with Messrs. Thurlwell or Kuenzi.

Thank you for your interest. I sincerely regret the delay in making reply, although your letter was not received in this office until February 28.

Sincerely yours,
Original Signed by
R. E. Simpson

R. E. Simpson
Division Engineer

Enclosure
Map

Simpson:nig

cc: (w/cy Tilley ltr)
Oregon State Hwy Div
Marion County Public Works Dept

MEMORANDUM TO FILE

Re: Location-Design Hearing
N. Santiam River (Greens) Bridge Section
Greens Bridge Road, FAS 126
Linn County

I certify that a location-design hearing was held on January 20, 1972, by the Linn County road officials relative to the proposed project on the N. Santiam River (Greens) Bridge Section of Greens Bridge Road, FAS 126, in Linn County.

I further certify that the Highway Division, with Linn County, has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

By _____
Deputy State Highway Engineer

Date FEB 25 1972

RHP:ljt
2/23/72

☐ ENGR. ☑ COOR. ☑ CE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ E ☐ RPE ☐

February 17, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, Oregon 97308

North Santiam River (Greens) Bridge
FAS 126, Linn County

Dear Mr. Simpson:

Attached is a draft of a Consultant Agreement between Oregon Bridge Engineering Company and Linn County relative to the engineering work for the North Santiam River (Greens) Bridge Section. This draft is nearly identical to the same type of agreement with Union County for the Grande Ronde River (Clark Creek) Bridge which you approved on July 29, 1971.

The draft has been reviewed by our Bridge Section and their comments are included.

Your expeditious review and return of the agreement draft with your comments would be appreciated so that we can return it to the Oregon Bridge Engineering Company for preparation of the final draft and signatures by appropriate officials.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

for H. S. Cox
County and City Engineer

RHP:mm
Att.

FORM E-20 (REV. 10-68)

RECEIVED
COUNTY & CITY SECTION
FEB 16 1972
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

February 14, 1972
Salem, Oregon

To:
County & City Section
B U I L D I N G

Attention: Mr. Robert Prange

SUBJECT:
North Santiam River (Greens) Br.
FAS 126
Linn County

Returned herewith is the draft of a consultant's agreement between Oregon Bridge Engineering Company and Linn County for the subject project.

Our comments are as follows:

Article I B2a. reads in part " . . . work to be done by the OSHD may include . . . " This should read "will include" so that the responsibilities for each function are well defined. This article states that the State will perform the foundation boring work and make the hydraulics study. In accord with our previous conversation these two items should be included under work to be done by the consultant.

Article I B2c. should be worded as follows, in order to clarify the actual time required on the job by the State representative:

> Following award of a contract the State Highway Division shall provide a State employed engineer to be in responsible charge and direct control of the project at all times and to make such frequent inspections of the project as required to ascertain that all portions of the work are in substantial performance to the plans and specifications.

Article I D. Monthly Progress Report Is this report in addition to the weekly reports required by Article IB6 or can it be simply a once a month copy of the IB6 report.

Attached is an estimate of the design cost for this structure.

R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attachment
cc: W. J. Hart
L. L. Wallace

Greens Bridge — Linn

WJQ — 2-11-72

Design Cost:

Estimated Construction Cost $429,000 — $450,000 carried on schedule

Man hour Breakdown

$429 (3.4 M-Hr/1000) = 1460 M-Hrs

Deduct 10% Shop Plans — 146 M-Hrs

1314 M-Hrs

Salaries + Payroll Burden

1314 M-Hrs ($8.50/Hr) = 11,169

Foundation 429 (.0043) = 1850

$ 13,019

75% Overhead 9,014

$ 21,033

Misc. (Travel, Supplies, Computer services) $ 1500

22,533

15% Profit 3,379

$ 25,912

Say $ 26,000

RECEIVED
COUNTY & CITY SECTION
FEB 16 1972
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

letter in file

oregon district

Council of Governments

RECEIVED
FEB 9 1972
FOR FILING

360 S.W. Avery Avenue
Corvallis, Oregon 97330
(503) 753-2624

9095

February 2, 1972

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

The Linn-Benton Sub-District of the Oregon District 4 Council of Governments has completed a review of the Notice of Intent to apply for Federal Aid Secondary Funds to construct a new bridge across the North Santiam River (Greens) in the vicinity of Jefferson. The Linn-Benton Sub-District Board, at a meeting held on January 20, 1972, determined that the proposed project is in accord with the recently completed traffic circulation plan for Linn and Benton Counties and voted to approve the project.

The Executive Board of the Oregon District 4 Council of Governments, at a meeting held on January 26, 1972, concurred with the Linn-Benton Sub-District.

We recommend approval of this project by any agency processing the application.

Sincerely yours,

Wm. R. Hagman

William R. Hagman
Executive Director

WRH/tjp

cc: Floyd Mullen
Dick Dalke

REFERRED TO
BY DISTRICT STATE HIGHWAY ENGINEER

RECEIVED
FEB 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

LINCOLN SUB-DISTRICT
Lincoln County
Lincoln City
Newport
Toledo

LINN-BENTON SUB-DISTRICT
Benton County
Corvallis
Linn County
Sweet Home
Lebanon
Albany

Dick Dauke — These rates shown are for Design Personnel and rates will probably be somewhat less for the field crews — there is no direct correlation.

Design rates effective 7-1-72 to 6-30-73

METHOD OF ARRIVING AT CHARGEABLE RATES

	WMP	LFP	DHB	RDC	DMH	JDF
	General Manager	Supv. Dsn. Engr.	Proj. Engr.	Proj. Engr.	Jr. Dsn. Engr.	Drafts-man
HOURLY SALARY: (Based on monthly salary divided by 173 working hours per month)	~~10.32~~ 9.97	~~8.67~~ 9.10	~~7.31~~ 7.11	~~6.07~~ 5.84	~~.69~~ 5.43	~~4.00~~ 3.75
PAYROLL TAXES - ~~8.08~~ 8.97 Max. but varies	~~.80~~ .87	~~.69~~ .82	~~.57~~ .60	.47 ✓	~~.43~~ .48	.30 ✓
METRO-TRANSIT TAX	.02 ✓	.02 ✓	.02 ✓	.02 ✓	.02 ✓	.02 ✓
VACATIONS, HOLIDAYS, SICK LEAVE - ~~6.0%~~ 15 8 12 - 35/260 = 13.4%	~~1.38~~ .60	~~.52~~ 1.22	~~.43~~ .98	.35 80	~~.33~~ .76	~~.23~~ .54
PENSION PLAN - 4% ✓	~~.40~~ .41	~~.35~~ .36	~~.28~~ .29	~~.23~~ .24	~~.22~~ .23	~~.15~~ .16
HOSPITALIZATION INSURANCE (Rates go up 24% as Nov Out we will under 10 rate increase)	.27 ✓	.23 ✓	.19 ✓	.20 ✓	.16 ✓	---
Actual Chargeable Rates	~~12.06~~ 13.27	~~10.48~~ 11.25	~~8.60~~ 9.39	7.11 7.80	~~6.59~~ 7.31	~~4.45~~ 5.02
Rates Used	~~12.05~~ 13.25	~~10.50~~ 11.25	~~8.60~~ 9.40	~~7.10~~ 7.80	6.60 7.35	~~4.45~~ 5.00

Vacation is 3 weeks yearly after 5 yrs service

FIELD PERSONNEL

	Quinn	Gallaher	Appel Resident	Jones	McConack	Gullom
Chargeable Oct 27, 1972	11.40	11.00 to 9/31 6.35 from 10/1	7.10 Assistant 5.40 Bishop 7.80		4.25	5.15

RECEIVED
CITY & CITY SECTION

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS

Room 19 ★ Marion County Courthouse, Salem, Oregon 97301 ★ Telephone AC 503/581-1574
W. J. KVARSTEN, *Director*

7795

January 12, 1972

Mr. R. L. Porter
State Highway Engineer
Highway Building
Salem, Oregon 97310

Subject: A-95 Review - North Santiam River (Greens) Ridge FAS-126

Dear Mr. Porter:

The Council of Governments has completed its review of your Notice of Intent to apply for Federal assistance.

A copy of your Notice was sent to the Marion County Director of Public Works. Their letter endorsing your project is attached. The Council of Governments' Planning staff has also reviewed the project. It is their opinion that the project will have no effective adverse environmental impact. The project is in keeping with sound traffic engineering principals and will not appreciably affect land use. It is assumed in this opinion that proper steps will be taken to insure that pollution of the Santiam River is kept to a minimum during the construction phase.

The Council of Governments finds this project to be consistent with comprehensive planning and gives its approval of the project. A copy of this letter and the comments from Marion County should be included in your final application to the Federal agency.

Very truly yours,

W. J. Kvarsten
Director

HOCKIN/nf

Attachments

cc: Wm C. Kramer, Manager
Federal Aid Coordination Section
State of Oregon

1-19-72
REFERRED TO
[signature]
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
JAN 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

JOHN A. ANDERSON, P.E.
DIRECTOR OF PUBLIC WORKS
AND COUNTY ENGINEER

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MARION
COURTHOUSE
SALEM, OREGON 97301
(503) 364-4401, EXT. 53

THEODORE KUENZI
ASST. DIR. OF PUBLIC WORKS
AND ASST. COUNTY ENGINEER

GLENN ROBERTSON
HIGHWAY SUPERINTENDENT

HARVEY THURLWELL
RIGHT-OF-WAY AGENT

JERRY CONNOR
SOLID WASTE MANAGER

ILA F. McCALLUM
ADMINISTRATIVE ASSISTANT

December 27, 1971

DEC 2 1971

Metropolitan/Regional Clearinghouse
Mid Willamette Valley Council of Governments
Room 19, Marion County Courthouse
Salem, Oregon 97301

Gentlemen:

Notice of Intent: North Santiam River
Greens Bridge FAS 126
Linn County

This renewal of the Greens Bridge is very necessary as the present bridge is inadequate for present needs.

Very truly yours,

John A. Anderson
Director of Public Works

gms
cc: Linn County Engineer
Board of Commissioners

RECEIVED
JAN 5 - 1972
FOR FILING

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

PUBLIC SERVICE BUILDING • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

December 28, 1971

R. L. Porter, Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: N Santiam River (Greens) Bridge
PNRS #71.0572

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has completed the review of this program.

Your Notice of Intent was referred to the appropriate State agencies. All respondents indicated concurrence and approval. The Game Commission commented:

> "It appears that the new bridge will block presently available drift boat access for this section of the North Santiam River. This is a popular area for boaters after spring chinook and steelhead. Access should be provided as a part of this project to replace this loss. The present access is unimproved and on private land, but is currently open to the public. Also, it is believed that the Linn County Parks Department has plans for development of this site. If boat access is provided, no adverse effects are expected from this project."

1-4-72
REFERRED TO
By Jonny

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

RECEIVED
OFFICE OF

Sincerely,

Cleighton Penwell

Cleighton Penwell

RECEIVED
DEC
FOR F

United States Department of the Interior

NATIONAL PARK SERVICE
920 N. E. Seventh Avenue
Portland, Oregon 97232

December 20, 1971

IN REPLY REFER TO:

7795

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

This will acknowledge receipt of the Notice of Intent applications to apply for federal-aid assistance on highway projects designated as follows:

1/1 N. Santiam River (Greens) Bridge
FAS-126
Linn County

1/1 Scott Canyon Cr. (Mikkalo Rd.) and
Juniper Canyon Cr. (Olex) Bridges
FAS-440 and 446,
Gilliam County

We have no comments on these proposed projects.

BEN GIFFORD

Sincerely yours,

Daniel F. Burroughs
Chief, Portland Field Office

cc R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
I. D. Merchant
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
H. W. Oswald
H. S. Coulter
J. B. Boyd
F. T. Lacey

RECEIVED
DEC 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
DEC 24 1971
PROGRAM & PLANNING

RECEIVED
DEC 14 1971
FOR FILING

7795

December 13, 1971

Mid Willamette Council of Governments
Room 19 Marion County Courthouse
Salem, Oregon 97301

Gentlemen:

Attached for your review and comments as District Clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal Aid Secondary — N. Santiam River (Greens) Bridge
FAS-126
Linn County

The estimated date of filing for federal-aid funds on this project is March 1, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

BLG:js

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
I. D. Marchant
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
F. T. Lacey
J. B. Boyd

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: N. Santiam River (Greens) Bridge
FAS-126, Linn County

December 7, 19 71

FROM: Applicant Agency State Highway Division Salem, Oregon
Address

Contact Person L. H. Young 378-6563
Phone

1. Project requires Emergency Board approval of agency federal fund limitation: Yes.....No X.....(if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District four (4) City - - - -

County Linn Special District(s) (if applicable) - - - -

Other affected jurisdictions/agencies - - - -

3. **Federal Program**

Common Program Name Federal-Aid Secondary

Authorizing Legislation Title 23 U.S.C. Highways
Public Law No. and Title

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application

---

4. **Estimated Project Cost**

Federal Share $ 270,000
Loan..... Grant X.

Local Applicant Share (Linn County)
(if any) $ 90,000

State Agency Share $ 90,000

Other (Specify) $ - - - -

Total $ 450,000

Source of State Agency Share

General Fund $.....

Other Funds (specify) $ 90,000 Highway

Indirect Cost Reimbursement

No X Yes..... $.....
(Approx)

Will Federal share change: No X

Yes, from .....% to.....%

When.....

5. **Period Covered by Projects**

Beginning date May 1972
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) 18 months

Approximate ending date November 1973

Will renewal be requested? Yes ..... No X

6. **Estimated Application Filing Date** March 1, 1972

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

N. SANTIAM RIVER (GREENS) BRIDGE SEC., FAS 126, LINN COUNTY

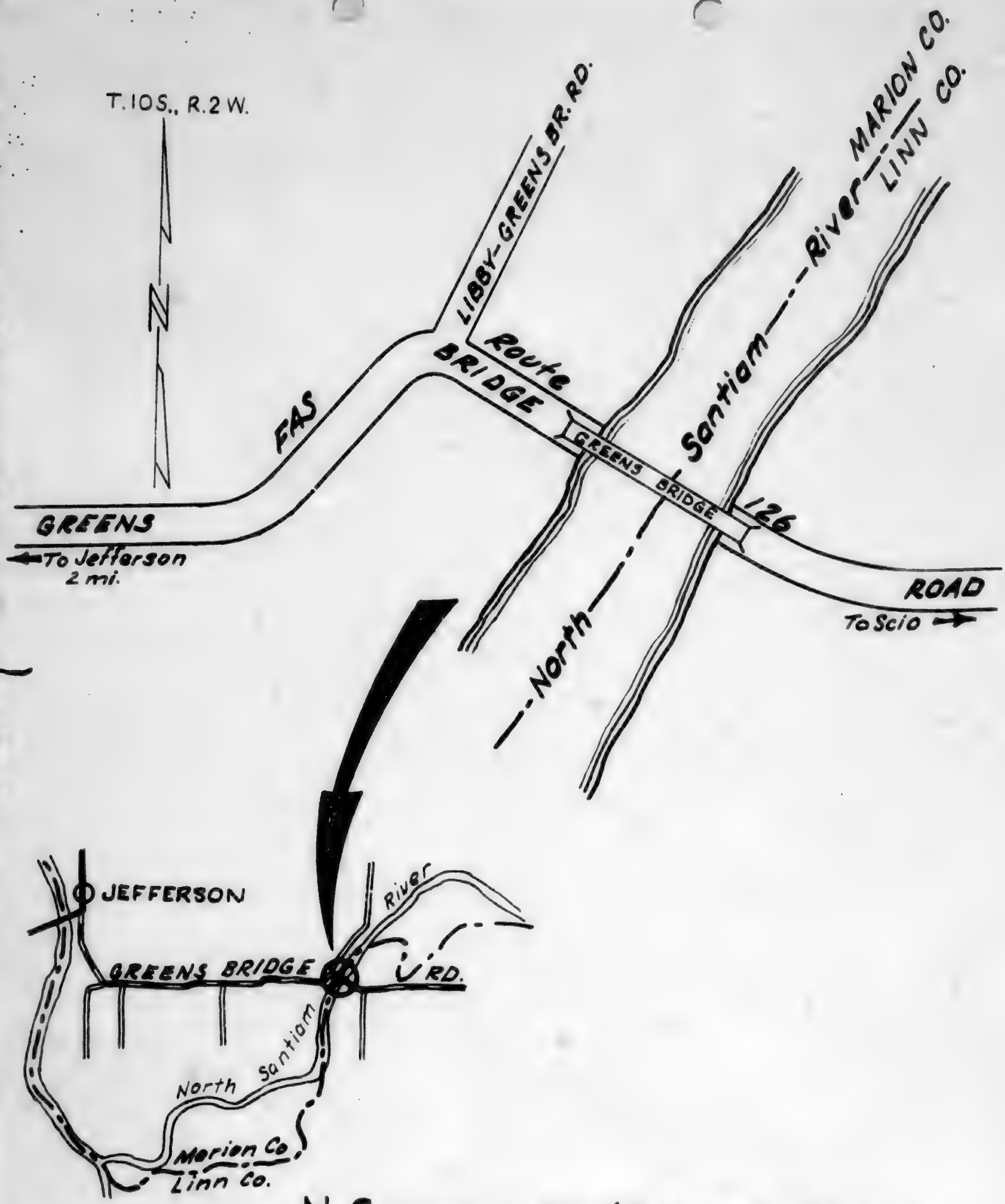
This project will consist of preliminary engineering, acquisition of right-of-way, grading, paving, structure and incidental work required to replace an inadequate narrow bridge on new and revised alignment.

Work Narrative - Construct a reinforced concrete bridge on new alighnment with a 32-foot roadway and a 4-foot sidewalk on the down stream side. Also construct the approaches and connections and a new section of roadway which will have two 12-foot travel lanes and 4-foot shoulders, and full top width of 32 feet to be paved with AC. Contract is to include sight posts, guardrail, seeding and mulching, erosion control, riprapping, and the permanent signing and striping. The existing roadway is to be used as a detour during construction.

Goals for a Livable Oregon - Up-dating of a portion of the Federal-Aid Secondary system.

Environment - It is anticipated the impact of this project will have no significant effect upon the quality of human environment; therefore, an environmental statement will not be required. A negative declaration will be prepared to substantiate this decision.

Geographical Location - See attached map.



N. SANTIAM RIV. (GREENS BR.) SECT.

GREENS BRIDGE RD.

Linn County

EXECUTIVE DEPARTMENT
LOCAL GOVERNMENT RELATIONS DIVISION
FEDERAL AID COORDINATION SECTION
301 Public Service Bldg., Salem, Oregon 97310

ROUTED E. E. NIASOE

12-15-71 Yeary

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING December 10, 1971

Distribution of information relative to these projects has been made to selected state agencies for review. If your agency was not included in the distribution and you desire to examine and comment on any of the proposals, information will be supplied upon request.

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0561	Federal Surplus Property	South Beaver Lookout Site Siuslaw National Forest	Lincoln County	4
71.0563	City of Maupin	Reconstruction of Secondary Sewage Treatment Plant and Expansion of Service $ 186,600	Maupin	9
71.0565	Mental Health Divison	Comprehensive Community Mental Health Care System Eastern Oregon $1,417,103	Baker, Gilliam, Grant Harney, Hood River Morrow, Sherman Umatilla, Union, Wallowa, Wasco, Wheeler	9 12 13 14
71.0566	Dept. of Transportation	Community/School Bus Project $ 69,425	Klamath County	11
71.0567	Dept. of Housing and Urban Development	Corps of Engineers, National Shoreline Study Columbia-North Pacific Region	Clatsop, Tillamook Lincoln, Lane, Douglas Coos & Curry	1 4, 5. 6,7
71.0568	Port of Umatilla	Industrial Park Develment $ 445,000	Umatilla	12

12-10-71

RECEIVED DEC 20 1971 FOR FILING

ROUTED JOHN EDWARDS

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0569	Highway Division	Tualatin River (Golf Course Rd) Bridge $ 500,000	Washington County	2
71.0570	Highway Division	Scott Canyon Cr. (Mikkalo Rd) and Juniper Canyon Creek (Olex) Bridges $ 60,000	Wasco County	9
71.0571	Highway Division	Cherry Heights Rd-Wright St $ 100,000	The Dalles	9
71.0572	Highway Division	N. Santiam River (Greens) Bridge $ 450,000	Linn County	4
71.0573	Mid Willamette	Program and Technical Assistance $ 587,537	Marion and Polk Counties	3
71.0574	Housing Assistance Council	Pilot Project - Housing $4,000,000	Nationwide	
71.0575	Southwest Program Development Corp.	Training and Technical Assistance - CG 6606	Nationwide Oregon-Eugene	5
71.0576	National Spanish Surnamed Manage-ment Association	Traning and Technical Assistance - Employment $ 299,988	Nationwide	
71.0577	Southwest Program Development Corp.	Training and Technical Assistance - CG 6607 $ 300,000	Nationwide Oregon-Eugene	5

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
REPORT OF ENVIRONMENTAL IMPACT STATEMENTS				
71.0562	Portland District Corps. of Engineers	Days Creek Lake Project South Umpqua River	Douglas County	6
71.0564	Federal Highway Administration	Siuslaw River Highway	Lane County	5
71.0578	Highway Division	Austin Road Interchange Section Washington County - Sunset Highway	Washington County	2

RECEIVED
DEC 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 27 1971
STATE OF OREGON
FOR FILING

7795

INTEROFFICE MEMO

DATE: December 9, 1971

12-10-71
Young

TO: R. L. Porter
State Highway Engineer

FROM: Federal Aid Coordination Section
301 Public Service Bldg., Salem

SUBJECT: PNRS # 71.0572
N. Santiam River (Greens) Bridge

We have received your Notice of Intent and assigned the file title and number that appear above. It would be helpful if you would use this reference in any future correspondence on this project.

We have distributed copies of your Notice to the appropriate agencies with a request that they reply by January 31, 1971

If you have questions or need assistance, please let us know.

RECEIVED
DEC 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

01-123-0013

NOTED
E. R. KLABOE

RECEIVED
DEC 9 - 1971
FOR FILING

7795

December 7, 1971

TO ALL INTERESTED FEDERAL AGENCIES

Gentlemen:

In accord with paragraph 5 of the Federal Highway Administration Policy and Procedure Memorandum 20-8, attached is a Notice of intent application to apply for federal-aid assistance.

N. Santiam River (Greens) Bridge
FAS-126
Linn County

If your agency needs additional information or wishes to comment on these proposals, please advise the Program and Planning Section, State Highway Division, Salem, Oregon

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

U.S. Dept. of Agriculture
U.S. Dept. of Housing
U.S. Dept. of Interior
Bureau of Outdoor Recreation
Federal Aviation Admin.
Bureau of Sports Fisheries & Wildlife
Corps of Engineers
National Park Service
Environmental Protection Agency
National Oceanic and Atmospheric Admin.
Division of River Basin Studies
Bureau of Land Manggement

Attachments

BLG:js

cc: R. E. Simpson, FHWA
F. B. Kiaboe
R. N. Chase
B. L. Gifford

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: N. Santiam River (Greens) Bridge
FAS-126, Linn County

December 7, 19 71

FROM: Applicant Agency State Highway Division Salem, Oregon (Address)

Contact Person L. H. Young 378-6563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ..... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District four (4) City - - - -

County Linn Special District(s) (if applicable) - - - -

Other affected jurisdictions/agencies - - - -

3. **Federal Program**

Common Program Name Federal-Aid Secondary

Authorizing Legislation Title 23 U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application .....

---

4. **Estimated Project Cost**

Federal Share $ 270,000
Loan ..... Grant X.
Local Applicant Share (Linn County)
(if any) $ 90,000

State Agency Share $ 90,000

Other (Specify) $ - - - -

Total $ 450,000

Source of State Agency Share

General Fund $ .....

Other Funds (specify) $ 90,000 Highway

Indirect Cost Reimbursement

No X Yes ..... $ ..... (Approx)

Will Federal share change: No X

Yes, from .....% to .....%

When .....

5. **Period Covered by Projects**

Beginning date May 1972 (Original date, if project covers more than one year)

Length of time (weeks, months, or years) 18 months

Approximate ending date November 1973

Will renewal be requested? Yes ..... No X

6. **Estimated Application Filing Date** March 1, 1972

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

N. SANTIAM RIVER (GREENS) BRIDGE SEC., FAS 126, LINN COUNTY

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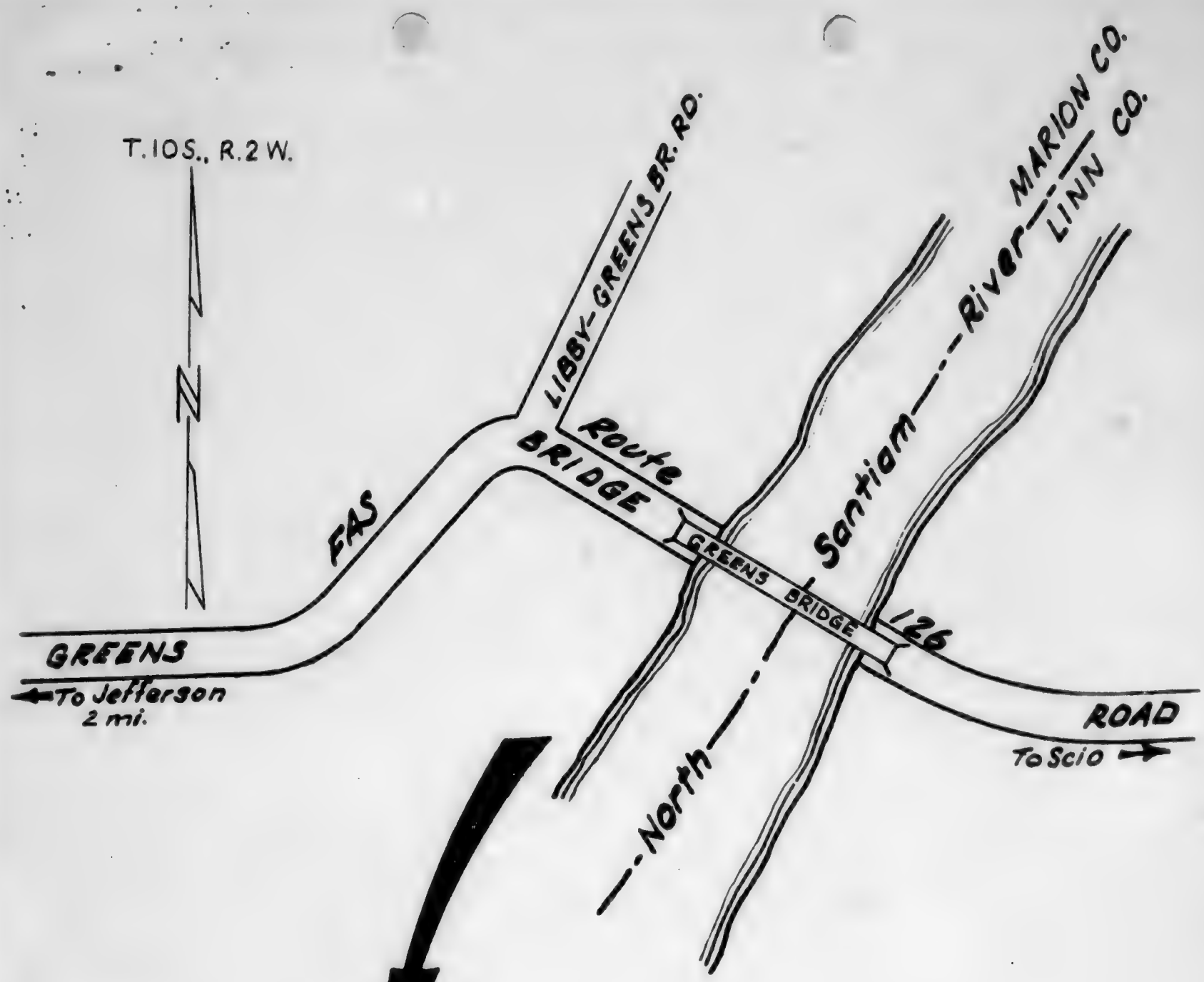
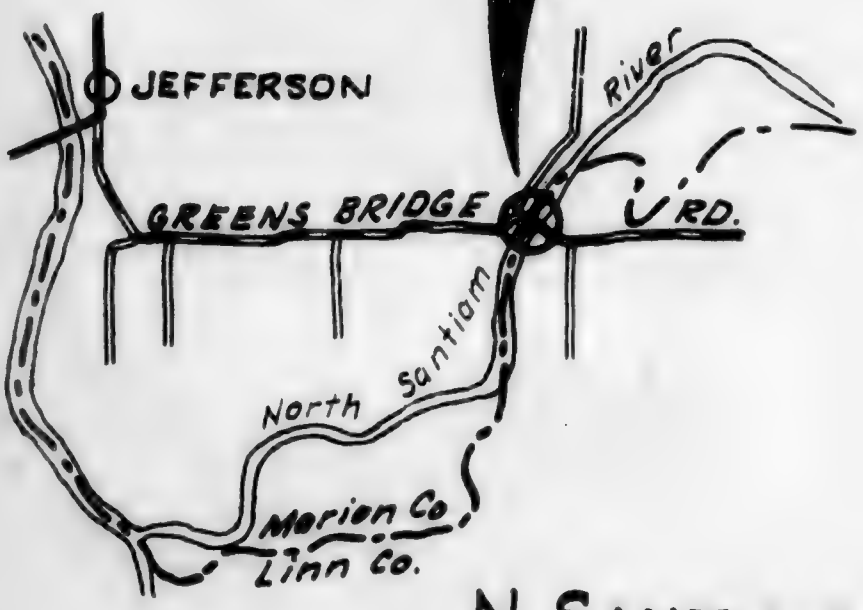
Goals for a Livable Oregon - Up-dating of a portion of the Federal-Aid Secondary system.

Environment - It is anticipated the impact of this project will have no significant effect upon the quality of human environment; therefore, an environmental statement will not be required. A negative declaration will be prepared to substantiate this decision.

Geographical Location - See attached map.





N. SANTIAM RIV. (GREENS BR.) SECT.

GREENS BRIDGE RD.

Linn County

RECEIVED
COUNTY & CITY SECTION
NOV 5 - 1971
☑ ENGR. ☐ GEOL. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FAS 126
Linn Co
N Santiam R (Brees) Bridge

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Linn FAS No. 126 Date October 27, 1971
County Road Name Market Road 4
Section Name
Type of Project Bridge Length
Location of Project (Attach sketch map) Over North Santiam River
ADT 1,000 Road Class (Hwy. standard)

I. ROAD PROJECT DATA

1. Traveled Surface: Type A.C. Width 22 feet

2. Shoulders: Type gravel Width 4'
(NOTE: Oiled or paved shoulders required on all Class E or higher projects.)

3. Grading & Drainage:
By County_____ County Date of Completion_____ By Contract X

4. Bottom Base Course:
By County_____ County Date of Completion_____ By Contract X
Has base design been given to County? Yes___ No___
Will it be furnished? Yes___ No___

5. Leveling Course:
By County_____ County Date of Completion_____ By Contract X

6. Traveled Surface & Shoulders:
By County_____ County Date of Completion_____ By Contract X

7. Clearing:
By County_____ County Date of Completion_____ By Contract X

8. Curbs:
Curbs Required? Yes___ No X
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
Width between Curbs

9. Are A.C. footpaths behind curbs desired? Yes___ No X

10. Are there any structures to be replaced or altered? Yes X No___

11. Will replacement be by: County_____ Contract X
(NOTE: If by contract, fill out bridge project data on pages 2, 3, and 4.)

12. Will County adjust structure to new grade? Yes___ No X

13. Will County adjust structure to additional width? Yes___ No X

√

14. Will adjusted width be standard? Yes X No____
(NOTE: Standard width of structure is traveled way plus full shoulders or 32', whichever is greater. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

15. Does County wish rounding of cutbanks? Yes____ No X

16. Does County wish sight posts installed? Yes X No____

17. Does County wish guard rail installed? Yes X No____

18. Does County wish seeding and mulching incorporated into job?
Yes X No____

19. Does County wish permanent signing and striping? Yes X No____ Marion will do their own Striping.
(NOTE: State forces will perform signing and striping at 100% cost to County.)

20. Will traffic signals be required? Yes____ No X
If yes, give location and type:_____

21. Is project contingent upon other factors? Yes____ No____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: Design and field engineering by Oregon Bridge Engineering Company

Remarks re Section I_____

II. BRIDGE PROJECT DATA

1. Name of river or stream No.Santiam River

2. Name of bridge Greens Bridge

3. Location (Please attach map with location marked.):_____
Section 7 Township 10 S. Range 2W W.M.

4. Desired width of bridge 32'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders or 32', whichever is greater.)

5. Are sidewalks desired? Yes X No____ Marion wants On Sidewalk
Upstream____ Downstream____ Width downstream Side.

6. Does County wish a particular type of bridge design? Yes____ No X
Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc._____

7. Will County furnish any materials for bridge? Yes___ No X
Explain_____

8. Foundation Testing:
By County? Yes___ No X By State? Yes X No___

9. Can road be closed during construction? Yes___ No X

10. Detour:
Required? Yes___ No X By County? Yes___ No___
By contractor? Yes___ No___

11. Approaches or Connections:
By County? Yes___ No X By contractor? Yes X No___
Traveled Surface: Type AC Width 24'
Shoulders: Type AC Width 4'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

12. Guard Rail:
Desired on approaches or connections? Yes X No___
Right side only? Yes___ No___ Both sides? Yes___ No___
(NOTE: Safety standards require that guard rails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guard rail installation or otherwise delay contract completion.)

13. Existing Structure:
Remain in place? Yes___ No X
Use for detour? Yes X No___
Removed by County? Yes___ No X
Removed by contractor? Yes X No___
Salvaged by contractor for County? Yes___ No X
(NOTE: If existing bridge salvaged by contractor for County, County must pay 100% of salvage value of structure.)

14. If riprap or rock blanket required, to be:
By County? Yes___ No X By contractor? Yes X No___

15. Will any of the following utilities be attached to this structure?
a. Water Mains: Yes___ No X Size_____
Company_____
b. Sanitary Sewer Mains: Yes___ No X Size_____
Company_____
c. Storm Sewer: Yes___ No X Size_____
Company_____
d. Gas Mains: Yes X No___ Size_____
Company Northwest Natural Gas Co.

e. Power Lines: Yes___ No X
Company_____

f. Telephone Lines: Yes X No___
Company_____

g. Other Utilities?_____

16. Does County wish provisions made for future utility attachment to structure? Yes___ No___

17. Does County wish lightpost bases and conduit installed? Yes___ No X

18. Does County wish complete job of illumination in project? Yes___ No X

19. Is project contingent upon other factors? Yes___ No___
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: Design and field engineering by Oregon Bridge Engineering Company

Remarks re Section II_____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
By State? Yes___ No X By County? Yes X No___
(NOTE: If project is canceled, County must pay for survey.)

2. Does County have any survey data? Yes X No___

3. Construction plans and specifications to be prepared:
By State? Yes___ No X By County? Yes X No___

Remarks re Section III_____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum_____

2. Is any additional right-of-way needed? Yes X No____

3. Will right-of-way be acquired by: Resolution_____ or Deed X

4. Should State prepare options? Yes____ No X

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No X

6. Should material source site be included in right-of-way descriptions? Yes____ No X

7. Is there any merchantable timber on right-of-way? Yes____ No X

8. Will timber be reserved for owner? Yes____ No X

9. Will timber become property of contractor? Yes____ No X

10. Does project run inside a city? Yes____ No X
(NOTE: If right-of-way is procured in community with post office or in an incorporated city, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes X No____
If yes, give type and name of utility company Electric - Pacific Power & Light Co.; Gas - Northwest Natural Gas Co.; Telephone - Pacific Northwest Bell.

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No____
If yes, give type and name of utility company Electric = Pacific Power & Light Co.; Gas - Northwest Natural Gas Co.; Telephone - Pacific Northwest Bell.

13. Are utilities on existing right-of-way by permit X, or by franchise_____?
(NOTE: County must move all utilities located on present right-of-way.)

14. Are there any irrigation facilities? Yes____ No X
If yes, give name of irrigation company or district_____
and dates between which water can be turned off: From_____ To_____

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad_____

17. Number of Tracks: Mainline____ Siding____ Total_____

18. Sight Distance: _____(Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight _____ Speed_____

20. Angle of Intersection: _____

21. Type of Existing Crossing:
Grade____ Overcrossing____ Undercrossing____

22. Existing Protection:
Advance Warning Signs____ Crossbucks____ Stop Signs____
Automatic Flashing____ Automatic Bell____ Gates____

23. Proposed Protection: _____
_____

24. Will railroad crossing be altered? Yes____ No____
If yes, specify: _____
_____

25. Does County wish State to prepare P.U.C. hearing data? Yes___ No___

26. Will P.U.C. application be made by State_____, or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

27. Will there be any displaced persons from farms, homes, or businesses requiring relocation assistance? Yes____ No____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days written notice prior to the intended vacation date.)

Remarks re Section IV _____
_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel_____ Quarry_____ Cinders_____

2. Owner: County_____ State_____ Private_____ Other_____

3. Location: _____ Section_____ Township_____ Range_____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow_____ Select Topping_____
Base Course_____ Level Course_____ Mineral Aggregates_____
Location _____
Miscellaneous Items: _____
_____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $ 500,000.00

2. Available FAS Funds: $ _____

3. Date match money is available: July 1, 1971

4. Will there be any 100% County money? Yes ____ No X

5. Maximum Amount of 100% County Money Available: $ _____

6. Date County requests letting: May, 1972

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: _____

By Floyd C. Mueller
County Judge or Comm. Chairman

By Eugene H. Erickson
County Commissioner

By _____
County Commissioner

By Richard Vale
County Engineer or Roadmaster

County Lino

Date _____

O.S.H.D. Field Engineer

Date 11-5-71

LINN

MARKET

SANTIAM RIVER

NORTH

GREENS - BRIDGE RD

BRIDGE RD

JEFFERSON - GREENS

MARION COUNTY

N

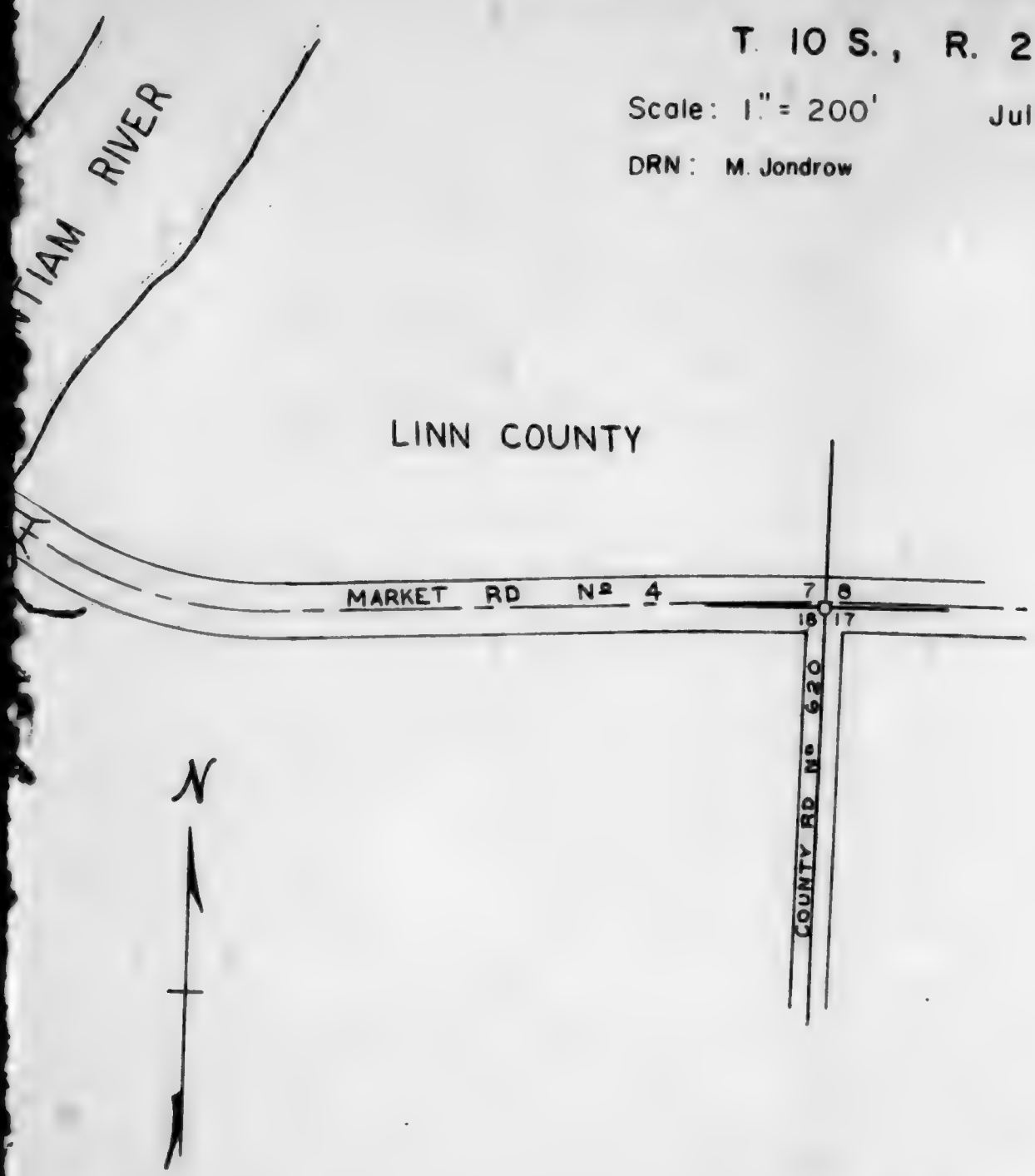
RECEIVED
COUNTY & CITY SECTION
NOV 5 - 1971
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE

GREEN'S BRIDGE LOCATION MAP

T. 10 S., R. 2 W.

Scale: 1" = 200' July 15, 1971

DRN: M. Jondrow



1, 126
Linn/Marion Co.

NOTED
H. S. COX

RECEIVED
NOV 20 1969
ENGINEER
COUNTY & CITY DIVISION

November 18, 1969

Mr. Richard Lalke
Linn County Engineer
Linn County Courthouse
P. O. Box 100
Albany, Oregon

Subject: Green Bridge Inspection
Jefferson-Scio Road
Marion-Linn County FAS 128

Dear Mr. Lalke:

In accordance with the verbal request of the Linn County Court and yourself, the Green Bridge has been inspected by Resident Bridge Engineer Walter E. Sandquist. Mr. Sandquist was formerly Division II Bridge Superintendent.

Nov

His December 10 report together with a Bridge Inspection and Maintenance Report and a Bridge Inventory Inspection Record are attached. This report is self-explanatory.

You will note we have not sent a copy to Marion County Engineer John Anderson or to the Linn County Court. It is presumed you will make whatever distribution is necessary.

Very truly yours,

R. D. Asbury
Division Engineer

by

Gerald W. Wimer
Asst. Division Engineer

NOTED
HAROLD REYNOLDSON

GWW/cE

Attach.

COX

cc: C. D. Anderson
H. C. Johnson
W. E. Sandquist

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

Noted
Oscar H. Norberg

NOTED
MARVIN C. NOLEN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

FORM E-90 80M 3-68 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 10, 1969

RECEIVED
DIVISION ENGINEER - Division No. 2
NOV 12 1969
ROUTING
ASBURRY ☑ WIMER ☐ BOYD ☐
CANFIELD ☐ ☐ ☐

SUBJECT: Green Bridge
Jefferson-Scio Road
Marion-Linn County FAS 126

To: R. D. Asburry
DIVISION ENGINEER

Attn: Gerald W. Wimer

In response to your letter of October 31, 1969 I have completed the inspection of subject bridge.

One Bridge Inventory Inspection Record sheet, and one Bridge Inspection and Maintenance Report are enclosed herewith.

My observations do not justify the need for boring the timber members of the structure at this time. All the timber, except the Handrails and Felloe Guards, is Chemonite treated and appears to be sound and free of decay. The wood piling is Creosote-treated Fir and in good condition. There is no evidence of crushing or distortion of any kind in these timber members.

I found minor decay in a few of the Handrail posts, and in some small areas of the deck where the oil mat seal has worn through. The truss Expansion Roller Assemblies appear to be inoperative because of corrosion and debris. These are in need of thurough cleaning and servicing. Further suggestions for maintenance and repairs are shown in the Inspection and Maintenance Report.

In general the entire structure appears to be sound. Because of the age of the bridge, the length of the truss span, and the limited horizontal clearance, I would say that the posted 20-ton load limit is appropriate.

Walter E. Sandquist
RESIDENT BRIDGE ENGINEER

NOTED
DON HARWELL

Form E-135—3500—2-57
SP*22944-734

Oregon State Highway Department
BRIDGE INVENTORY INSPECTION RECORD
GENERAL SHEETS FOR ALL SPANS

Sheet 1 of .....

Bridge over Santiam River Road and mile No. 890 County Linn-Marion
Running description 1- 19' Timber Span, 1-382' Through Sec. ..... Twp. ..... R. ..... Bridge No. 6418
Steel Truss, 2-19' Timber Spans. Load rating capacity .....
Built by Counties Date built 1912 Cost .....
Inspected by W. E. Sandquist Date Nov. 6, 1969 Maintained by Linn County

SUPERSTRUCTURE (Make sketch for additional details) Drawing No. .....

SPANS			STRINGERS				DECK			HANDRAIL		
No.	Length c to c	Type	No	Size	Spacing	Species and Treatment	Size	Width	Species and Treatment	Felloe Guard	Railing	Posts
1	19'	Timber	8	6 X 17	3'	Chemonite Fir	4X12	18'-6"	Chem. Fir	6X8	2-3X8	6X8
2	382'	Truss	"	"	"	" "	& 2X2	0 to 0	" "	"	"	"
3	19'	Timber	"	"	"	" "	"	"	" "	"	"	"
4	19'	"	"	"	"	" "	"	"	" "	"	"	"

Curvature Tangent Super elevation none Skewed no Grade -2% Spans 3 & 4
Stringer bearings 6" Ext. 12" Int. Bridging 2 X 6 midspan Surfacing Oil mat.
Overhead clearance 13'-3" Roadway between curbs 17'-8" Sidewalks None

SUBSTRUCTURE (Make sketch for additional details) Drawing No. .....

SUPPORT		BENTS							PIERS		ABUTMENTS		
			Posts or Piling				Footings						
No.	Type	Cap.	No.	Size	Spacing	Sill	Size	Type	Size	Type	Height	Width	Wings
1	Conc.abut.	12X12 chem. fir											
2	Conc. Pier								9X36X18'high				
3	" "								6X30X15' "				
4	Pile Bent	"	" 4	14"top	6'	(Piling is Creo. Fir)							
5	" "	"	" 5	"	5'	"	"	" "			4'	20'	5'
											(3-4X12 Chem. Fir)		

Channel: Width 400'. Depth 18' Material Gravel Drainage area .....
Condition of banks good Overflow none Height deck to: Streambed 35' Highwater .....
Can structure be replaced with culvert or pipe? No Posted load limits 20 tons
Recommendations for: New replacement On improved alignment Repairs See Form E-43
Traffic survey data: A ....., B ....., C ....., D ....., E ....., F ....., G ....., H ....., I .....

Condition data: (Take pictures and make sketches for additional data)

Waterway Adequate
(Adequate, clear, clogged, inadequate, endangering structure)

Abutments, piers, or bents Concrete Piers and Pile Bents in good condition
(Scoured, undermined, cracked, decayed, season check, good condition)

Deck Oil mat surface and wood deck worn, should be patched and re-sealed.
(Undersurfaced, worn, rough, decayed, needs replacement, good condition)

Stringers Good
(Grade, decayed, cracked, season checked, broken, effective section modulus)

Sidewalks None
(Size deck, stringers, cracked, decayed, season checked, good condition)

Handrail Minor decay, needs paint.
(None, painted, cracked, broken, decayed, good condition)

Available detour .....

Additional remarks: All deck steel is corroded and in need of cleaning and painting. Truss has very little camber. The end portals and some of the cross bracing have been damaged by over-height loads. These should be straightened and repaired.

Form E-43 SP*8489-734

BRIDGE INSPECTION AND MAINTENANCE REPORT

OREGON STATE HIGHWAY DEPARTMENT

For bridge over Santiam River Br. No. 6418 Hwy. No. 890 Mile post

Name of highway Jefferson- Scio County Road County Linn-Marion Sect. Prefix

Bridge description 1- 19' Timber Span, 1-382' Thru steel Truss, 2-19' Timber Spans District

Inspection made by W. E. Sandquist Date Nov. 6, 1969 Sheet of

OBSERVATIONS

WATERWAY		PIERS AND ABUTMENTS Timber, Steel and Concrete		CONCRETE STRUCTURES AND FLOORS		STEEL CONSTRUCTION		TIMBER SPANS AND FLOORS	
Adequacy		Undermining		Cracking		Condition of paint	2	Condition of paint	7
Scour		Settlement		Scaling		Corrosion	3	Decay	8
Obstructions		Cracking		Scour		Joints		Wear (floors)	9
Underground		Disintegration		Settlement		Loose Rivets		Structural defects*	
Channel shifting		Decay (lumber)		Disintegration		Camber	4	Crushing at joints	
Revetments		Corrosion (steel)		Water-proofing		End shoes	5	Splices	
Other features		Other defects	1	Other defects		Other defects	6	Camber	
		Piling foundations?						Other defects	10

Make above observations for each part of structure and note with (√) mark to indicate "OK" or "None". For items needing explanation, mark with a circle with a number inserted to refer to the corresponding remark listed below. Amplify remarks with sketches on second sheet when necessary.

*Under "Structural Defects" note any tendency to warp, split, crack, etc.

REMARKS

(Use second sheet when space below is not sufficient; also, list cause of all defects such as cracking and scaling of concrete whenever possible.)

1 Pier Tops need cleaning.

2 Paint is deteriorated on all steel.

3 Entire truss extensively corroded.

4 Very little camber in truss.

5 Expansion Roller Assemblies appear to be inoperative because of corrosion and debris, should be thuroughly cleaned and serviced.

6 Truss Portals and Cross Bracing damaged by overheight loads.

7 Handrails and Felloe Guards should be painted.

8 Minor decay in Handrails and Felloe Guards.

9 Deck shows minor decay in exposed spots where deck seal has worn through.

10 Gutters are very dirty, should be cleaned and drainage scuppers opened.

MAINTENANCE AND BETTERMENT RECOMMENDATIONS

ITEM	ESTIMATED COST	
	Maintenance	Betterment

NOTE: List under maintenance and betterment recommendations all necessary channel clearing, revetments, bank protection, channel changes, stream bed pavements, riprap work, underpinning or other foundation protection, shoulder and slope protection, repairs to concrete work, painting, water-proofing, preservative treatments, repairs to roadway surfaces, repairs and renewals to timber and piling, and all other maintenance and repair work of whatever character.

Send one copy to maintenance engineer and one copy to bridge engineer. One copy to be retained by bridge superintendent to be replaced in bridge inspection folder for each highway for reference when making next inspection. Reports to be submitted through the division engineer.

NOTED
H. S. COX

FORM E-30-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 22, 1969

To: E. S. Hunter
MAINTENANCE ENGINEER

SUBJECT: Santiam River (Green) Bridge
Marion-Linn County FAS 126

Bob

The Linn County Court at its regular meeting this morning passed a resolution requesting the State Highway Division to inspect the Green Bridge on the Jefferson-Scio Road. This bridge crosses the Santiam River. It is partially in Marion County and partially in Linn County, but by agreement between the two Counties the maintenance and jurisdiction is the responsibility of Linn County.

Some question has been raised of the condition and structural stability of the existing structure; hence the reason for the requested inspection. I accepted their request on a verbal basis but if a letter is desired, Linn County Engineer Dick Dalke would be glad to furnish one.

If G. D. Anderson is available to conduct this inspection, he should contact Dick Dalke in the process. If he is not available, please turn this request over to the Bridge Department.

R. D. Asburry
DIVISION ENGINEER

by Gerald W. Wimer
Gerald W. Wimer
ASST. DIVISION ENGINEER

GWW/cg

cc: Richard Dalke
R. H. Prange

NOTED
HAROLD
REYNOLDSON

RECEIVED
OCT 27 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
[illegible] C. HOLMES

NOTED
P. B. Arensmeier

Noted
Oscar H. Norberg

NOTED
RICHARD [illegible]

NOTED
[illegible]

JOHN A. ANDERSON, P. E.
COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

OFFICE OF ENGINEER
COUNTY OF MARION
COURTHOUSE
PHONE EM 4-4401, EXTENSION 53
SALEM, OREGON

NOTED
H. S. COX

NOTED
Harold C. Ayers

June 1, 1962

NOTED
R. H. PRANGE

NOTED
V. R. JONES

NOTED
DON HARWELL

The Honorable County Court
of Marion County
Courthouse
Salem, Oregon

Gentlemen:

At a recent meeting between the Marion-Linn County Courts the matter was discussed as to the advisability of installing a one-way signal light on the Greens Bridge. No action was taken pending an outcome on a vehicle accident investigation.

We now have this accident report from the County and City Relations Division of the Oregon State Highway Department and I am attaching hereto a thermofax copy of it.

As you note from this investigation, the accident rate is very low and I do not feel that a one-way signal is warranted on the basis of the low accident rate and the disruption of traffic movement on the bridge.

If there is anything further on this matter please do not hesitate to let me know.

Very truly yours,

John A. Anderson
County Engineer

JAA:ban
Encl.

cc: Commissioner Henry Ahrens
Commissioner Pat McCarthy
Mr. Robert H. Prange ✓

RECEIVED
JUN 1 - 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTED
R. H. PRANGE

NOTED
H. S. COX

file

May 28, 1962

Mr. John A. Anderson
Marion County Engineer
Courthouse
Salem, Oregon

Mr. Orris Carnegie
Linn County Engineer
Courthouse
Albany, Oregon

NOTED
Harold C. Ayers

NOTED
V. R. JONES

FAS 126

Dear Sir:

This is in answer to your request for traffic accident information on the Greens Bridge over the Santiam River between Marion and Linn Counties. Our records show that there have been no accidents on this bridge for 1961 and up to April 1, 1962.

Two accidents occurred in July, 1960 - one involved vehicles "meeting" and the other was a "rear-end" collision. The accidents occurred at 2:00 pm and 8:00 pm with no injuries reported. We have no records of accidents occurring in 1959, and, since the Traffic Division did not record county road accidents prior to 1959, there is no data available on accidents happening before that time.

Our traffic accident records are compiled only from accident reports filed with the Secretary of State. Therefore it is possible that accidents, perhaps involving one vehicle only, could have occurred and have not been reported; consequently, we would have no record of them.

For your further information, 1959 traffic counts show an ADT of 800 vehicles on the Greens Bridge.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Robert H. Prange
Field Engineer

RHP:eb

OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

ROAD LOG DATA SHEET

Location Marion County Logged by John F. Hagemann Car No. 49-65

Road or Street FAS 126 Recorder JFH

Date 6/26/51 Weather clear & sunny Project

M. P.	Length	Width	Type	Condition	Remarks
0.00		Rdbd.--	Average 30'-34'		Jct. FAS 125 at Jefferson
		Penetration type Bit. surface 18' wide.			
		Good condition.			
2.41					Begin steel br. over Santiam
2.45					Marion-Linn Co. Line, Center of Santiam.
NOTES:	Alinement satisfactory				
	Flat Country				
	Mostly mint farms with some urban culture immediately adjacent to Jefferson. Bridge over Santiam is posted for 20-ton load limit. Narrow--Est. 16' wide.				

7796 Baker Valley Safety Rest Area on Old Ore. Trail north of Baker. (Landscape improvement) 1972

7776 7-9-74

Wash DC (HHO-32)
OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	7	Baker	Oregon

DATE OF REPORT	REPORT MADE BY		PROJECT NO.
7-9-74	R. A. Nichols, Area Engineer		I-80N-7(39)295

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
4-4-73	4-15-74	80 %	8-7-72 to 6-30-73

APPROVED EXTENSIONS	LOCATION
_____	Project is located adjacent to the freeway (I-80N) about 8 miles north of Baker, Oregon

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
JUL 10 1974
Washington

BAKER VALLEY SAFETY REST AREA
OLD OREGON TRAIL HIGHWAY
Landscaping

NOTED
H.S. COULTER

RECEIVED
JUL 11 1974
Office of
Assistant State Highway Engineer
7-11-74

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by R. A. NICHOLS R. A. Nichols		SIGNATURE Original Signed By VERNON V. CUSACK E. J. Valach Engineering Coordinator	
TITLE Area Engineer	DATE 7-9-74	TITLE District Engineer	DATE JUL 10 1974

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

7796

June 27, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal Aid Project
No. I-80N-7(39)295

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal Aid Project Acceptance

Contract 7796 Work Completed April 4, 1973

Project Baker Valley Safety Rest Area

Highway Old Oregon Trail

County Baker

Acceptance: State Highway Commission April 15, 1974

Federal Highway Administration March 20, 1974

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

JK:bs

7796

April 18, 1974

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Attention: Fidelity and Surety Department

Gentlemen:

On April 16, 1974, we wrote to you concerning release of final payment on Contract No. 7796 awarded to Aichele Landscaping, Inc., for work on the Baker Valley Safety Rest Area in Baker County.

Final payment on this contract is $500 and the total contract amount is $98,134.71 including $3,955.64 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Aichele Landscaping, Inc.
11360 S.E. Stevens Road
Portland, OR 97266

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacak
W. E. Schwartz

7796 F 5-20-74

STATE COPY

cc: OSHD (H S Coulter)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Baker	Oregon

IN COMPANY WITH
Dale Allen, Reg Constr Engr, OSHD.

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
3-20-74	R. A. Nichols, Area Engineer	I-80N-7(39)295

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %
Satisfactory	Satisfactory	100	100

COPY SENT
APR 09 1974

BAKER VALLEY REST AREA
OLD OREGON TRAIL HIGHWAY
Landscaping

REGIONAL OFFICE

The project work was completed in substantial conformance to the plans and specifications.

Acceptance is recommended.

APR 10 1974
Office of
State Highway Engineer

4-10-74
Cy Const.

NOTED
H.S. COULTER

Form FHWA-1446A (12-73) Formley PR-338

Previous Editions Of PR-33 B Will Not Be Used.

7796

5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Baker Valley Safety Rest Area		WEEK ENDING: November 23, 1973
		SECTION PREFIX: 601-1076
HIGHWAY: Old Oregon Trail		COUNTY: Baker
NAME OF JOB: Baker Valley Safety Rest Area	KIND OF WORK: Landscaping	
CONTRACTOR: Aichele Landscaping	CONTRACT NUMBER: 7796	FEDERAL AID PROJECT NUMBER: I-80N 7 (39) 295
DATE OF CONTRACT: August 7, 1972	DATE WORK STARTED: August 10, 1972	ESTIMATED COMPLETION DATE: Est. period ends 11/1/73
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $117,642.75		
EXCLUSIVE OF ENGINEERING: $108,314.25	ENGINEERING AUTHORIZATION $9,328.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 96.5
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $98,699.61	ENGINEERING COST TO DATE $10,596.01	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 89.0
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	This week 87.63	DATE PROJECT WAS COMPLETED:
	PERCENT OF AUTHORIZATION 113.6 %	November 9, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	18	Cldy/rain			
MONDAY	19	Cldy			
TUESDAY	20	Cldy/snow			
WEDNESDAY	21	Cldy/snow			
THURSDAY	22	Cldy/snow			
FRIDAY	23	Cloudy			
SATURDAY	17	Cldy/rain			

K

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 18	No activity on this project all week.
MONDAY 19	
TUESDAY 20	
WEDNESDAY 21	
THURSDAY 22	
FRIDAY 23	
SATURDAY 17	

REMARKS

STATUS OF WORK:

Project completed November 9, 1973.

SIGNED [signature] LOCATION La Grande

H. N. Van Cleave, Res. Eng.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

7796

August 22, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7796, State Force Order No. 1

Project Baker Valley Safety Rest Area

Highway Old Oregon Trail

County Baker

This order covers the cost of installing radiant heaters in the existing restroom in this rest area to prevent the plumbing from freezing during the winter months. All work performed under this order will be done by local electrical company personnel. This work is considered in the public interest and must be performed prior to the winter season.

Copies of the Engineer's letter of explanation are attached.

The estimated cost of this order is $2650.00 with Federal participation in the amount of $2385.00. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer August 15, 1973.

Your approval as of August 15, 1973 is requested.

BM:tmgh.

7796 — — 5

7796

June 28, 1973

Cloverdale Nursery
2528 North Cloverdale Road
Boise, Idaho 83704

Attention: Hans Borbonus

Gentlemen:

We have revised all of our records as advised in your letter of June 27 to show that your claim in the amount of $10,831.52 against Aichele Landscaping, Inc., (Contract No. 7796) has been fully satisfied.

We will inform all interested parties.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Aichele Landscaping, Inc.
United Pacific Insurance Company

RMG:fkn

NOTED ON CARD
6/28/73

CLOVERDALE NURSERY

June 27, 1973

Mr. C. W. Head, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

Please be advised that a check in the amount of $10,831.52 from Aichele Landscaping, Inc. in payment of our claim for work done under Oregon Highway Department Contract #7796 at the Baker Valley Safety Rest Area was received yesterday.

This payment clears our outstanding balance in full and settlement of all claims is now satisfactory.

We thank you for your help in this matter.

Sincerely,

CLOVERDALE NURSERY

Hans Borbonus

bd

cc: Mr. Ralph B. Chamberlain, Bond Manager
United Pacific Insurance Company
Lloyd Building, Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

cc: Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

RECEIVED
JUN 28 1973
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

2528 NORTH CLOVERDALE ROAD • BOISE, IDAHO 83704 • PHONE 208-375-5262

7796

Claim 4796

FILED
JUN 13 1973
CLAY MYERS
SECRETARY OF STATE

RECEIVED
JUN 13 4 53 PM '73
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 13, 1973

NOTED ON CARD
6-15-73 KO

Cloverdale Nursery
2528 North Cloverdale Road
Boise, Idaho 83704

Gentlemen:

This is to acknowledge receipt of your letter of June 7, 1973, informing us that Aichele Landscaping, Inc., owes you $10,831.52 for the supply of sod lawn.

This appears to be in reference to the Aichele Landscaping, Inc., Contract No. 7796 for landscape improvement in the Baker Valley Safety Rest Area on the Old Oregon Trail in Baker County.

The United Pacific Insurance Company, Fidelity & Surety Department, P. O. Box 1216, Tacoma, Washington 98401 furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

cc United Pacific Insurance Company
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

CLOVERDALE NURSERY

June 7, 1973

Mr. Cecil W. Head, Secretary
Oregon State Highway Commission
121 State Highway Building
Salem, Oregon 97310

RE: Baker Valley Safety Rest Area
Old Oregon Trail Highway
Baker County
Contract Number 7796

Dear Mr. Head:

This letter is to advise you that Aichele Landscaping, Inc., general contractor on the above referenced project, has not paid in full for the merchandise we have supplied on this project. We are aware that Aichele Landscaping has received 90% payment from the Oregon Department of Highways and since the sod lawn was accepted on May 21, 1973, we feel that 100% of our costs are now due us.

Our initial billing for partial supply of sod was made on November 6, 1972 and totaled $9,225.99. Additional billings were made on April 1, 1973 and on May 11, 1973 totaling $7,605.53, making a grand total due us on 3.36 acres of $16,831.52. One payment of $6,000.00 was received May 10, 1973, leaving a net balance due of $10,831.52, none of which has since been paid.

Repeated phone calls have not resulted in payment and we now see no other avenue open to us but to apply to the Bonding Company. Please advise what procedures we must follow to notify the Bonding Company of Aichele's non-payment of our bill.

Sincerely,

CLOVERDALE NURSERY

Hans Borbonus

bd

JUN 1973

NOTED
C. W. HEAD

2528 NORTH CLOVERDALE ROAD • BOISE, IDAHO 83704 • PHONE 208-375-5262

7796

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Baker Valley Safety Rest Area	SECTION: Baker Valley Safety Rest Area	WEEK ENDING: June 8, 1973
CONTRACTOR: Aichele Landscaping, Inc.	HIGHWAY: Old Oregon Trail	SECTION PREFIX: 601-1076-900
DATE OF CONTRACT: August 7, 1972	KIND OF WORK: Landscaping	COUNTY: Baker
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	CONTRACT NUMBER: 7796	FEDERAL AID PROJECT NUMBER: I-80N-7(39)295
PROJECT AUTHORIZATION: $ 117,642.75	DATE WORK STARTED: August 10, 1972	ESTIMATED COMPLETION DATE:
EXCLUSIVE OF ENGINEERING: $ 103,650.00	SPECIFIED WORK DAYS	WORK DAYS USED
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 103,650.00	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	SPECIFIED COMPLETION DATE: June 30, 1973	PERCENT OF TIME ELAPSED: 92.8
	ENGINEERING AUTHORIZATION: $ 9,328.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 85
	this week: 31.32	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 75
	ENGINEERING COST TO DATE: $ 8,700.39	DATE PROJECT WAS COMPLETED: April 13, 1973
	PERCENT OF AUTHORIZATION: 93.27%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Ptly. Cloudy			
MONDAY	Clear			
TUESDAY	Clear			
WEDNESDAY	Clear			
THURSDAY	Overcast			
FRIDAY	Clear			
SATURDAY				

RECEIVED
JUN 11 1973

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	Three labors pulling weeds and cleaning up planting beds. (WB) unit
FRIDAY	Three Labors and Supt. from Aiehele pulling weeds and cleaning planting areas on both units. Cleaning and adjusting sprinkler heads.
SATURDAY	

STATUS	REMARKS	ANTICIPATED
Complete except for shrubs which are still on establishment.		No activity

SIGNED [signature] LOCATION Baker

F. W. Lucht, Asst. Res. Br. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

3-22-75 C

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7796

Richie Landscaping INC.
11360 SE Stevens Rd.
Portland, Oregon 97266 phone 654-8816

Contract #	1 Payments to date	2 Payments in process	3 Amt to Complete	4 Orig Cost Amt.
7829	13[illegible]9[illegible]	[illegible]	325[illegible]4	341590.00
7804	18[illegible]931	—	175[illegible]64	35[illegible]897
7796	35185[illegible]91	—	68[illegible]4[illegible]	103500.00
7789	81593[illegible]4	(10345[illegible]71)	5[illegible]25[illegible]75	97[illegible]5[illegible]0
7734	63[illegible]55[illegible]5	—	11[illegible]35[illegible]1/5	75[illegible]1[illegible].00

file complete #7789

RECEIVED
OCT 19 1972
Oregon Highway Division

STATE COPY

FORM PR-33A (REV. 3-68) cc: OSHD(A E Johnson) Region Wash DC

8-26-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	1	Baker	Oregon
Date of Inspection	**Inspection Made By**		**Project No.**
8/26/72	R. A. Nichols, Area Engineer	NOTED A. E. JOHNSON	I-80N-7(39)295
In Company With			
C. E. Payton, Resident Engineer, OSHD.			

Location

The project is located adjacent to the freeway (I-80N) about 8 miles north of Baker, Oregon.

Contractor Name and Address

Aichele Landscaping Inc., Portland, Oregon

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
8/7/72	$103,500	June 30, 1972	8/7/72	8/10/72
Quality of Work	**Progress of Work**	**Time Elapsed**	**Work Completed**	
Satisfactory	Satisfactory	15 %	15	

Roadbed (Width) N/A *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Landscaping Rest Area	Y003				

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

To Constr 10-25-72

COPY SENT

OCT 24 1972

REGIONAL OFFICE

BAKER VALLEY SAFETY REST AREA
OLD OREGON TRAIL HIGHWAY
Landscaping

The water mains have been placed and tested in the EB rest area. The contractor has also placed some of the lateral pipes and sprinkler heads in the rest area.

The manufacturer had stamped the PVC pipe indicating the pipe met specification requirements. The pipe was the size specified in the plans.

10-25-72
Johnson
cy Young

RECEIVED
STATE HWY ENGR
OCT 25 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

7796

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
8-61		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
3	8-18-72	Baker
		PROJECT NO.
		I-80N-7(39)295

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N 5.83 mi. S. of Powder River

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-72	0.0
OTHER (Specify)		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$114,015	$105,201

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green

G. L. Green (Division Engineer)

Date executed by Division Engineer AUG 18 1972

FORM PR-2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid Project
No. I-80N-7(39)295

BAKER VALLEY SAFETY REST AREA

OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

Salem, Oregon, August 15, 1972

Project Agreement Estimate

Type Code Y003
Rest Area (Sta. 1710+00)

Temporary Protection and Direction of Traffic	All Required		$ 500.00
Furnishing and Placing Topsoil	3,100 cu. yd.	3.50	10,850.00
Furnishing and Planting Trees	230 only	22.00	5,060.00
Furnishing and Planting Shrubs	2,550 only	4.00	10,200.00
Bark Mulch	95 unit	62.00	5,890.00
Sod Lawn	4 acre	10,000.00	40,000.00
Irrigation System	All Required		31,000.00
			$103,500.00
Flagging (60% of Contractors Cost)	All Required		$ 50.00
Temporary Erosion Control	All Required		100.00
			$ 150.00
	Subtotal		$103,650.00
	10% Engr. & Cont.		10,365.00
	Total		$114,015.00

Length of Project - - - - - - - - - - - - - 0.00 mile

Federal Funds	$105,201.00
State Funds	8,814.00
Total	$114,015.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%
Contract No. 7796
Prefix 601-1076

RECEIVED
JUL 1 1972

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

~~FOR FILING~~

LETTER OF APPROVAL AND/OR AUTHORIZATION

7796 7-11-72

FEDERAL AID PROJECT NO.
I-80N-7(39)295

STATE PROJECT NO.
BAKER VALLEY SAFETY REST AREA

FROM:
G. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-707

COUNTY NAME
BAKER

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

7-12-72

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
JULY 5, 1972	JULY 5, 1972	INTERSTATE ROUTE 80N OLD OREGON TRAIL HIGHWAY ROUTE #6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $50.00 AND TEMPORARY EROSION CONTROL IN AMOUNT OF $100.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $50.00 TEMPORARY EROSION CONTROL $100.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JUNE 30, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-10-72		ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 3-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

TRANSACTION NUMBERS 6-26 AND 6-27

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-13-72

BY (Signature): MR. YOUNG'S JUNE 2, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 707 THRU 708

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
707	I-80N-7(39)295	0.0	130,700	120,500	BAKER VALLEY SAFETY REST AREA	LANDSCAPING
708	I-80N-7(40)335	0.0	95,600	88,200	WEATHERBY SAFETY REST AREA	LANDSCAPING

OTHER IDENTIFICATION AND/OR REMARKS (State)

6-15-72

Jonny

REMARKS (Division)

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JUN 12 1972
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7446

RECOMMENDED	DATE	APPROVED
SIGNATURE AND TITLE	6-13-72	SIGNATURE AND TITLE ACTING DIVISION ENGINEER

* Approval to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
JUN - 5 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

2796

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 2, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Program Data Submission**
Projects I-80N-7(39) & (40)

We are submitting program data for two Interstate Projects, Items 707 and 708, which we desire to have included in the Federal-aid Interstate Highway Program.

It is our present intention to receive bids for these projects on July 27, 1972.

FHWA concurred in Memorandums of March 2, 1972 and Jan. 28, 1971, respectively, that the landscape work under these projects is stage construction and, as such, received design approval as an incidental part of the ultimate facility under Projects I-80N-7(33)289 and I-80N-7(29)327. Therefore, the requirements of IM 50-1-70 and PPM 20-8 for these projects were complied with under said Projects I-80N-7(33) and (29), respectively.

An environmental statement is not required for either project under the provisions of PPM 90-1, as design approval of the total project is considered granted for each prior to Jan. 1, 1970.

JG:bb

Enclosures

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

June 2, 1972

FEDERAL - A

CARD 2	REPORT NUMBER (10)–(20)	1	PROJECT LOCATION (45 typewriter spaces) 21–65	I-80N 5.83 Mi. S. of Powder River		ADT	PRESENT	3,950	FUTURE (66)–(7	5,850
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26–62	Landscaping	NATL. FOREST (63)–(65)		FH ROUTE NO. (66)–(68)		SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	
CARD 4	CLASS OF FEDERAL FUNDS	Interstate								COUNTY NAME	
	NAME OF URBAN AREA 17-31									ROUTE NO. I	FEDE I

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED PRO TOTAL ESTIMATED COST (59)–(66)	FEDERAL F (67)
1	(14-15)	(16)	41	42						
5					PE		I-80N 5.83 Mi. S. of Powder River			
5					ROW					
5					CONST (CODE) Y003		"Baker Valley Safety Rest Area"			
								0.0	130,700	120,5
							PROJECT TOTALS	0.0	130,700	120,5

(16) (23) (24)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	3,950	5,850	92	10	Oregon	35	042	707
	(66)	(70) (71) (72)			(2) (3)	(4) (9)	(14) (18)	

DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(70)	(71)	(72) (73)	(74) (75)	I-	80-7	(39)	295	N
				14 23	7 13		(24) (26)	27

COUNTY NAME: Baker — CODE: 001 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I — FEDERAL-AID: I-80N (32) — STATE: 6 (36) (37) — U.S.: I-80N (41)

ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(9) (66)	(67) (78)			Landscaping consisting of furnishing & placing topsoil, furnishing & planting trees, shrubs, vines and sod lawn, installation of an auto. irrigation system & incidental work common to this type of project.
130,700	120,500	10,200		ROW-280' min.; Access control-full; Parking restrictions-complete.
130,700	120,500	10,200		
(16) (23)	(24) (33)			

REMARKS

Additional Data: Item 635, Project I-80N-7(33).

-OVER-

USCOMM DUSCOMM-DC 48903-P61

BAKER VALLEY SAFETY REST AREA

PROJECT NO. I-80N-7(39)295

REMARKS - continued

Information for PR 37-B: ROW-1; ROW-F; Sanitary Facilities-Y

Project Data: The work under this project consists of furnishing and placing topsoil, furnishing and planting trees, shrubs, vines and sod lawn, installation of an automatic irrigation system and incidental work common to this type of project.

Clearinghouse Review, Public Hearings and Design Approval: FHWA concurred in Memorandum of March 2, 1972, that landscaping of this Safety Rest Area is merely a final stage of its construction and as such received design approval with that for the initial construction accomplished under Project I-80N-7(33)289. Therefore, the requirements of IM 50-1-70 and PPM 20-8 for this project were complied with under said Project I-80N-7(33).

Environmental Statement: FHWA concurred, in above said Memorandum of March 2, that a "Statement" is not required under the provisions of PPM 90-1, as design approval of the total project is considered granted prior to January 1, 1970.

RECEIVED
FOR F
7796

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 2, 1972

In reply refer to: 10-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(-)295
Baker Valley Safety Rest Area (Landscaping)
Design Approval

In response to Mr. Young's February 25 letter on the above subject, it is agreed that the landscaping of this safety rest area represents a final phase of its construction and as such does not require separate Design Approval in accordance with requirements of PPM 20-8. This also applies to the clearinghouse and environmental requirements as design approval of the total project is considered granted prior to January 1, 1970. Approval of the detailed design will be considered at the PS&E review stage.

3-7-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER
cc Young

RECEIVED
MAR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER
cc Hall

NOTED
JOM EDWARDS

NOTED
R. L. SCHROEDER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 817-344

RECEIVED
FEB 28 1972
FOR FILING

7796

February 25, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Design Approval
Baker Valley Safety Rest Area
(Landscape)
Project I-80N-7(--)295
Old Oregon Trail Hwy. Baker Co.

Dear Sir:

We hereby request your concurrence that design approval for the subject "Landscape Project" was included as part of the overall design for Project I-80N-7(33)289, "Powder River-Baldock Slough Section", for which design approval was granted by the Federal Highway Administration under memorandum of May 13, 1969.

The proposed landscape project is stage construction required to complete the subject safety rest area being constructed under said Project I-80N-7(33)289 which is presently under contract. The applicable landscape work will contribute to the attractive functional design of the safety rest area and consists of planting trees, shrubs, vines, lawns and installation of an irrigation system, together with other related work incidental to the completion of the planting operation.

We further request your concurrence that the requirements of IM 50-1-70 and PPM 20-8 were fulfilled for this landscape project under Project I-80N7(33)289 and that no further action is required.

We also request your concurrence that an environmental statement for this project is not required, under the provisions of PPM 90-1, inasmuch as design approval is considered to have been given prior to January 1, 1970.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
L. H. YOUNG

L. H. Young
Programing Engineer

JG:dg

bc E. S. Hunter
F. L. Hall
R. D. Asburry
R. N. Chase
B. L. Gifford

7798 Central Blvd. at 2nd St. (Coquille) 1972
Sec. of Coos Bay-Rsbg. Hwy. in Coquille
(Traffic signals)

C&A 4375 11-29-71

6-4-73

7798

HANSEN ELECTRIC COMPANY
P. O. Box 1135 1127 S. Broadway
COOS BAY, OREGON 97420

(503) 267-2143

DATE 6/4/73 ☐ URGENT ☐ SOON AS POSSIBLE ☒ NO REPLY NEEDED

FILE NO.

ATTENTION Mr. C. W. Head.

SUBJECT Your letter of 5/31/73 re: our bill from Allied Mfg. Contract #7798

TO Oregon State Hiway Division
Highway Bldg.
Salem, Oregon 97310

MESSAGE

Gentlemen:

Allied Manufacturing Co. was paid $562.50 on our check #380, dated 5/25/73.

cc: Allied Mfg.

SIGNED Gloria Kennedy

REPLY

DATE OF REPLY

RECEIVED
JUN 5 1973
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTED
R. M. GRAHAM

SIGNED

7798 — 4794 — 5

FILED
JUN - 4 1973
CLAY MYERS
SECRETARY OF STATE

RECEIVED
JUN 1 1 14 PM '73
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 31, 1973

Allied Manufacturing, Inc.
P. O. Box 521
Salem, Oregon 97308

NOTED ON CARD
6-8-73 RS

Gentlemen:

This is to acknowledge your letter of May 23 notifying us of your claim in the amount of $562.50 for signal poles supplied Hansen Electric Company.

This appears to be in reference to Contract No. 7798 with Hansen Electric Co., for traffic signal installation on Central Boulevard at 2nd Street in Coquille, Coos County.

United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington 98401 furnished the performance bond on this contract. We will notify them of your claim letter and file it with the Secretary of State.

Please notify this office when your claim has been satisfied.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Hansen Electric Co.
1127 South Broadway
Coos Bay, Oregon 97420

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Hon. Clay Myers - Please acknowledge receipt of the attached claim letter on the enclosed copy of this letter.

NOTED
C. W. HEAD

Allied Manufacturing, Inc.
P. O. BOX 5218 - ~~393-2448~~ 364-4840
SALEM, OREGON 97308

May 23, 1973

Mr. C. W. Head, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Gentlemen:

This letter is to inform you that Hansen Electric Co. owes us $562.50 on our invoice # 5003, copy attached, for signal poles furnished on O.S.H.D. Contract # 7798 Central Blvd. at 2nd St. (Coquille), on the Coos Bay-Roseburg Highway.

We would like to submit a claim against the bonding company for payment of this past due account.

Thank you,
ALLIED MANUFACTURING CO.

Richard J. Bushnell

Richard J. Bushnell
Manager

MAY 25 1973

INVOICE

NO.

QUADRUPLICATE

5

7798

May 29, 1973

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $2,100 will be made to Hanson Electric Company on Contract No. 7798 for traffic signal installation on Central Boulevard at 2nd Street in the City of Coquille on the Coos Bay-Roseburg Highway in Coos County as soon as the warrant is prepared.

The total amount paid on this contract will be $9,966.64 including the post-final payment. Of the total, $12.64 is for force account.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

hs

cc Hanson Electric Company
1127 South Broadway
Coos Bay, Oregon 97420

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
Alfred Shirley

7798

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **May 15, 1973**

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Time Extension
Central Blvd. at 2nd Street
(Coquille) Section
Contract No. 7798**

Hansen Electric, contractor on the subject project, is requesting a 70-day extension of the contract time based on difficulties in acquiring the signal poles. This project covered signalization at just one intersection. Bids were opened June 28, 1972 with six bidders. The project was completed March 30, 1973 with 70 days liquidated damages accrued at $30 per day for a total of $2,100.

The contractor ordered the poles promptly on August 14 (time count started August 23). The contractor also completed the project promptly after the poles were finally delivered (completed in only nine days). Some time after receiving the order for the poles, the contractor's pole supplier experienced problems and has reportedly since gone out of business. The contractor came to the pole supplier's assistance to secure material and complete the fabrication of the poles but considerable time was lost.

I have granted a 70-day extension of time on this project. This will eliminate all time liquidated damages. This is a State project.

This matter will be on the agenda for your concurrence at the May 29 meeting.

cc: C. W. Head
A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
Alfred Shirley, Jr.
V. L. Gallagher
Gary Sund

JAB:fw dpy

May 15, 1973

7798

Hansen Electric Company
P. O. Box 1135
Coos Bay, Oregon 97420

Gentlemen:

Your request for a time extension of 70 days on Contract No. 7798 for work on the Central Boulevard at 2nd Street (Coquille) Section of the Coos Bay-Roseburg Highway in Coos County, has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 70 days is granted which will delete all time liquidated damages on this project.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.
E. H. Ash
V. L. Gallahger

fw dpy

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7798 Contractor Hansen Electric Company

Highway Coos Bay - Roseburg

Section Central Blvd. at 2nd St. (Coquille)

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Recommend 70 days because of unusual delay in acquiring poles.

Recommended for Approval:

L. X. Wilson
Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7798
Project designation	State (State-Federal)
Date awarded	August 4, 1972
Work started	January 2, 1973
Per cent completed	100% March 30, 1973 (Date)
No. of Workdays Allowed	150
No. of Workdays Used	220
No. of Added Workdays Requested	70

E—320 (Rev.)—5M—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 5, , 19 73

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 220 days, within which to complete our Contract No. 7798, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: 1. The original calendar day limit of 150 days for the contract was less than the time required for pole delivery. 2. The pole manufacturer, Richolyn, was in the process of going out of business and we had extreme difficulty in obtaining delivery of the poles. We had to pay the steel supplier, the Galvanizer and his payroll in order to obtain the poles. 3. Richolyn finally turned the completion of the manufacturing of the poles over to Allied Mamufacturing Company, Inc., of Salem, Oregon, where Richard Bushnell of Richolyn Co. directly supervised the fabrication.

Respectfully submitted,

HANSEN ELECTRIC COMPANY, INC.

Contractor

By Russell D. Hansen

CONSENT OF SURETY

Date ....., 19.....

We, ...

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

.....
Attorney-in-fact

(SEAL)

.....
Resident A

FORM E-30 (REV. 10-69)

Ok
HSC

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1973

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Request for Time Extension
Central Blvd. at 2nd Street
(Coquille) Section
Contract No. 7798

FROM: John A. Bond
Construction Administration Engineer

Hansen Electric is requesting a 70-day extension of contract time based on difficulties in acquiring the signal poles. This project covered signalization at just one intersection. Bids were opened June 28 with six bidders. The contract, in the amount of $9,954, was awarded August 4, 1972 with 150 calendar workdays allowed. Site work started January 2, 1973 and was completed March 30, 1973 with 220 calendar days used. This amounted to an overrun of 70 calendar days at $30 per day.

This project allowed "catalog" poles from Union Metal or Weldrite. We have confirmed that the contractor ordered from Richolyn promptly on August 14. (Time count started August 23). The contractor also completed the project promptly after the poles were finally delivered (completed in onlyni ne days). It was 219 days from the date of order to delivery of the poles. Richolyn did not yet have their own poles cleared for catalog use and had to submit drawings which were in by October 10 and cleared by October 26.

The weekly reports on this project recite several chapters of woe related to the four steel poles needed. Some time after receiving the order for the poles, Richolyn experienced problems and ultimately went out of business. Since the time involved in re-ordering from another supplier would have meant a longer delay, the contractor assisted Richolyn on through the fabrication.

Considering the apparent effort put forth by the contractor, I concur in the Region recommendation for granting the 70-day extension. This would eliminate all liquidated damages which have accrued at the rate of $30 per day for a total of $2,100. This is a State project. Rough draft letters to the Commission and contractor on this basis are attached.

RECEIVED
MAY 11 1973
Office of
Assistant State Highway Engineer

JAB:fw
Enc.
cc V. L. Gallagher

7798

May 3, 1973

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On April 30, 1973, we wrote to you concerning release of final payment on Contract No. 7798 awarded to Hansen Electric Company for traffic signal installation on Central Boulevard at 2nd Street in the City of Coquille on the Coos Bay-Roseburg Highway in Coos County.

Final payment on this contract is $392.70 and the total contract amount is $7,866.64 including $12.64 for work performed under force account.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

hs

cc Hansen Electric Company
1127 South Broadway
Coos Bay, Oregon 97420

bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn: Dick Hacek
Alfred Shirley

OREGON STATE HIGHWAY DIVISION

7798

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 26, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7798, Work Completed March 30, 1973

Project Central Blvd. at 2nd St. (Coquille)

Highway Coos Bay - Roseburg, County Coos

Type of Work Traffic Signal Installation

Contractor Hanson Electric Co.

Recommended Acceptance Date April 26, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on May 29, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Kessey
W. J. Hart
V. Gallagher, File

7798

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Central Blvd. & 2nd St. (Coquille)		WEEK ENDING: March 31,1973
		SECTION PREFIX: 6-1614
HIGHWAY: Coos Bay - Roseburg		COUNTY: Coos
NAME OF JOB: Central Blvd. at 2nd St.(Coquille)	KIND OF WORK: Traffic Signals	
CONTRACTOR: Hansen Electric Co.	CONTRACT NUMBER: 7798	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 4, 1972	DATE WORK STARTED: Jan. 2,1973	ESTIMATED COMPLETION DATE: March 30,1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 150	CALENDAR DAYS USED 221
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 147%
PROJECT AUTHORIZATION: $ 11,740.83	ENGINEERING AUTHORIZATION $ 1,025.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 10,715.43	ENGINEERING COST TO DATE $ 1,200.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 10,715.43		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 117 %	March 30,1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ladder truck, boom truck, 2 pickups.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 25	Showers			
MONDAY 26	Fair			
TUESDAY 27	Rain			
WEDNESDAY 28	Showers			
THURSDAY 29	Fair			
FRIDAY 30	Rain			
SATURDAY 31				

RECEIVED
APR 3 1973
CONSTRUCTION SECTION

Pearce E
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 25	No work.
26 MONDAY	2 Men worked on pole penetrations, wiring & assembling of signal heads, etc.
27 TUESDAY	3 Men on traffic signal poles. Hauled two poles and arms to the job site and set Pole #1 in place.
28 WEDNESDAY	3 Men set poles #4,3, & 2 in place. Also attached controller.
29 THURSDAY	2 Men pulling wires and makeup in controller.
30 FRIDAY	2 Men on wiring, grounting pole bases, setting direction of heads, etc.
SATURDAY 31	No work.

REMARKS

The job accepted as completed on Friday March 30, 1973. Clark and Leon available on Tues. afternoon April 3, 1973 to set timing and turn signals on.

The Power company objected to power hookup on their pole. Don't want the disconnect switch or meter base on their pole. Going ahead on hookup but next job had better have the service on our own pole.

SIGNED Eugene H. Ade LOCATION Coquille, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
MAY 1 - 1972
FOR FILING

7798

April 28, 1972

Mr. J. F. Hall
City Manager
City Hall
Coquille, Oregon 97423

04

Dear Mr. Hall:

This will acknowledge your letter of April 21 stating that the City Council had approved the installation of traffic signals at the intersection of North Central Boulevard and Second Street in Coquille.

We will proceed with the preparation of plans and will open bids on this project on July 27, 1972.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

VPJ;sv
bcc: Tom Edwards
F. B. Klaboe
L. E. George
J. H. Versteeg

City of

COQUILLE

Oregon
97423

April 21, 1972

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

You will recall that in October, 1971 agreements were executed covering the installation of a traffic signal at the intersection of North Central Blvd and Second Street in the City of Coquille.

Later the Council requested a delay in the installation of the signal, but at their meeting of April 17, 1972 they decided that the signal light should be installed as soon as possible.

We will therefore appreciate it if you will undertake the installation of this signal at your earliest convenience.

Thank you for your cooperation in this matter.

Very truly yours,

J F Hall

J. F. Hall
City Manager

JFH:MM

RECEIVED
APR 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 25 1972
TRAFFIC ENGINEERING

RECEIVED
JAN 7 - 1972
FOR FILING

7798

5i

11-24-71

November 29, 1971

City of Coquille
City Hall
Coquille, Oregon 97423

REG. CONTRACTS and AGREEMENTS No. 1375

Attention: J. F. Hall
City Manager

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals at the intersection of Central Boulevard and Second Street on the Coos Bay-Roseburg Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc F. B. Crandall
(conf. agree. att.)

RECEIVED
NOV 1 - 1971
FOR FILING
7798

October 29, 1971

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Coquille for the installation of traffic signals at the intersection of Central Boulevard and Second Street on the Coos Bay-Roseburg Highway in that city.

By the terms of the agreement, the State will pay all costs of the installation and care for future maintenance. The City will pay the power bills. The estimated cost of the installation is $13,000, and this cost will be charged to current Minor Betterment Funds.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf. This matter will be on the agenda for the November 30 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
E. S. Hunter
Gary L. Sund
F. B. Crandall
L. H. Young
V. E. Skoog
H..S. Cox
C. T. Keasey

VPJ:pb kw

RECEIVED
SEP 28 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

~~February 19, 1971~~

Mr. Frank Hall
City Manager
City of Coquille
City Hall
Coquille, Oregon 97423

Dear Mr. Hall:

On December 23, 1970, I advised you that no decision could be made concerning the installation of a traffic signal at Second and Adams Streets in Coquille until we had worked out the details of financing with the League of Oregon Cities.

We are progressing in this matter but, as yet, no decision has been reached. As I advised you then, I will contact you after something has been worked out.

Very truly yours,

R. L. Porter
State Highway Engineer

FBK:srb

cc: R. L. Por
Tom Edwa
Victor D.
F. B. Cra
C. T. Kea

NOTED
F. B. KLABOE

TRANSMITTAL SLIP DATE 9-21

PORTER, EDWARDS, SHAW, KLABOE, JOHNSON, HUNTER, WOLFE, SIPPRELL, ACCOUNTING
BRIDGE, CONSTRUCTION, COUNTY AND CITY, DATA PROCESSING, DESIGN, EQUIP. SHOPS, B.P.R., LABORATORY, LEGAL
MAINTENANCE, MGMT ANALYSIS, PROGRAM & PLANNING, PARKS, PERMITS, PERSONNEL, PUBLIC INFORMATION, RADIO, RIGHT OF WAY
SECRETARY, SIGN SHOP, TRAFFIC, TRAVEL, WEIGHMASTER, FILES, MAIL, REGION ☐, E. S. H. B.

ATTENTION: Jerry
FROM: F.B. Klaboe

ACTION

☐ NOTE AND FILE
☐ NOTE AND RETURN TO ME
☐ RETURN WITH MORE DETAILS
☐ NOTE AND SEE ME
☐ PLEASE ANSWER
☐ FOR YOUR APPROVAL
☐ PREPARE REPLY FOR MY SIGNATURE
☐ TAKE APPROPRIATE ACTION
☐ PER YOUR REQUEST
☐ SIGNATURE
☐ FOR YOUR INFORMATION
☐ INVESTIGATE

COMMENTS Please take

OSHD E 100 (REV. 9-70) SP*72873-734

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED F. B. KLABOE

Portland, Oregon 97213
September 10, 1971

SUBJECT:

To: F. B. Klaboe
Assistant Highway Engineer
State Highway Building
Salem

Herewith seven (7) copies of the preliminary draft of "Noise Measurements Along The Interstate 205 Route In East Portland" prepared by Bolt, Beranek and Newman, Inc. This report contains data related to (1) Ambient Noise Measurements and (2) Classroom Noise Reduction Measurements.

Ten copies of the report were submitted. Three (3) copies were retained in the Metro office. Please arrange for the necessary distribution in the Salem area.

R. L. Schroeder
Metropolitan Engineer

By: H. L Rieu

F. B. KLABOE
C 7 1 0 N

K. D. Limbocker
Metropolitan Design Engineer

9-13
6 cc to Jerry
Please distribute
" analysis
TK.

KDL:pb

Encs

RECEIVED
SEP 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP 32478-734

February 19, 1971

Mr. Frank Hall
City Manager
City of Coquille
City Hall
Coquille, Oregon 97423

Dear Mr. Hall:

On December 23, 1970, I advised you that no decision could be made concerning the installation of a traffic signal at Second and Adams Streets in Coquille until we had worked out the details of financing with the League of Oregon Cities.

We are progressing in this matter but, as yet, no decision has been reached. As I advised you then, I will contact you after something has been worked out.

Very truly yours.

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. T. Keasey

RECEIVED
SEP 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
July 30, 1971

Relinquishment
Throughway and Abandonment Agreements

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Comes the matter of long-time understanding or misunderstanding regarding rights-of-way relinquishments which are included as a portion of the majority of highway relocation projects which are covered by agreements originated in the office of the County-City Section.

It has long been an important item that is being frequently overlooked until inquiries are made by various persons, either State or local, that pursuant to such agreements no action has been taken on these matters.

The personnel of this office have discussed the matter in depth and we request that some direction be given as to a proper procedure of initiating the relinquishment of the various sections on segments of highways, streets, or roads immediately upon completion of projects.

May we suggest that when Program and Planning Section or Const. (Vince Gallagher) distributes the contract completion letter, that copies be sent to Design (Right-of-Way Descriptions), Right-of-Way (Office Unit), Region (Engineer and Right-of-Way), and County-City Sections.

The foregoing will alert the Design Section (Floyd Scott) to prepare the necessary descriptions and forward to Right-of-Way for processing and necessary filing with the local entity of government. (Earl Soling)

NOTED
F. B. KLABOE

H. S. Cox
County and City Engineer

By D N Harwell
D. N. Harwell
Coordinating Engineer

DNH:lat

Hall -
please see me:
9-20-71 done
file

9-17-71 -
Fred is this being handled by Construction or is it still being considered for implementation?
Don H.

RECEIVED
DEC 23 1970
FOR FILING
7798

December 23, 1970

Mr. Frank Hall
City Manager
City of Coquille
City Hall
Coquille, Oregon 97423

Dear Mr. Hall:

In response to your letter of October 27, our Region Office has made an investigation of the warrant for traffic signals at the intersection of Second and Adams Streets on the Coos Bay-Roseburg Highway in Coquille.

It was found that there is a very marginal warrant for the installation of traffic signals at this intersection. The intersection of Central and Second was investigated at the same time, and it was found that this intersection indicates a greater need for signals than does the intersection at Adams Street. It would be the recommendation of the State Highway Division that consideration be given to the installation of signals at the Central Avenue intersection sometime after the beginning of the next fiscal year.

We are currently negotiating a change in our financing requirement for signals with the League of Oregon Cities. Until the details of this new policy are worked out, we cannot advise you of the cost of this installation to Coquille. I will contact you further as soon as something is worked out.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. T. Keasey

VPJ:pb srb

F. B. Crandall

FORM E-30 (REV. 10-62)

RECEIVED
DEC 7 - 1970
TRAFFIC ENGINEERING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 2, 1970

To: Mr. C. T. Keasey
Regional Engineer
R O S E B U R G

SUBJECT: Traffic Signal Warrant Investigation
Coos Bay-Roseburg Highway-Coquille
Intersection of 2nd and Adams St.
ORE42N-Highway No.35-M.P. 11.72W

Attached is a letter dated October 27, 1970, from Mr. Frank Hall, City Manager, Coquille, requesting information leading to possible signalization of the subject intersection. Attached also is our preliminary response dated November 9, 1970, indicating we would conduct a signal warrant investigation.

This 90° cross type intersection is located in the Central Business District of Coquille. Adams Street (ORE42N) is a three-lane one-way facility (northbound) with parking along both curbs. 2nd Street is a two-way two-lane facility also with parking along both curbs. Business establishments exist in three quadrants and the City Hall in the southwest quadrant. The posted speed is 25 MPH on Adams Street.

A 16 hour manual turning movement count factored to 24 hours taken November 17-18, 1970, revealed that 8,947 vehicles entered this intersection. 6,264 or 70% entered from the south on Adams Street. 2,683 or 30% entered from 2nd Street. The left turn south to west was 1,340 vehicles. This movement is high due to the fact that this is the first opportunity to gain access to the Bandon-Coquille Highway (ORE42S) for westbound vehicles. The other movements are as shown on the attached Flow Diagram.

There were nine reported accidents during the period 1/1/65 to 8/31/70. There were no fatalities but four persons were injured. There were four angle, two turning, one rear-end, one pedestrian, and one backing type accidents. There were two accidents of types preventable by signalization during the last 12 month period studied.

Also attached is a Signal Warrant Comparison Data Sheet based on 70% of the standard warrant due to Coquille's population being less than 10,000 persons. It shows that the reduced standard volume warrant is met.

Technically, this intersection meets the Highway Division's criteria for signalization. Several factors tend to reduce the priority for such signalization. First, Adams Street being one-way reduces the number of conflicting movements possible over the intersection of two two-way streets. Sight distance is good from the presently stopped 2nd Street approaches. Speeds are relatively low. Also, as a "rule of thumb" signalization normally is warranted

GPO 52475-734

from a practical approach, when the entering volume exceeds 10,000 vehicles per day. This intersection is not as potentially hazardous as the intersection of 2nd Street and Central Boulevard, one block to the west.

The intersection of 2nd Street and Central Avenue is an offset 90° cross type with two-way two-lane traffic on three legs with the westerly leg being one-way away from the intersection. The basic problem at this location is the expanse of pavement available to maneuver in which is caused primarily by the offset of Central Boulevard.

A 16 hour manual count factored to 24 hours taken March 2-3, 1970, revealed that 9,196 vehicles entered the intersection. 7,140 or 78% entered from the north and south on Central Boulevard. 2,056 or 22% entered from the east on 2nd Street. The other movements were as shown on the attached Flow Diagram.

There were five reported accidents during the period from 1/1/64 to 8/31/69. There were no fatalities but three persons were injured. There were two angle, two turning and one rear-end type accidents. There were no accidents of types preventable by signalization during the last 12 months studied.

Also attached is a Signal Warrant Comparison Data Sheet using the reduced warrant for population indicating both the volume and interruption of traffic warrants are met. In addition, the standard volume warrant is met without the 30% reduction.

In summary, the requested intersection barely meets the reduced volume warrant only. There are other considerations that would seem to indicate other locations might have a higher priority for signalization. The intersection one block west has a higher warrant and is potentially more hazardous than the requested intersection. It is recommended that the Traffic Division respond to this request suggesting the signalization of 2nd and Central Boulevard during the 1971-1973 Budget period and 2nd and Adams at a later date.

Glen L. Clark

GLEN L. CLARK
Regional Traffic Engineer

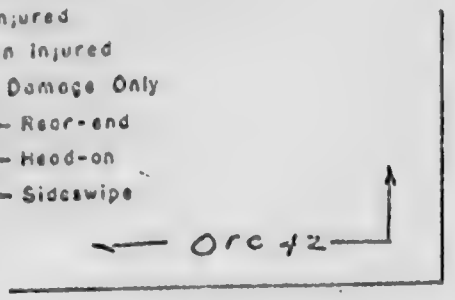
GLC:ejb
Attach.
cc: F. B. Crandall
R. A. Sandmann

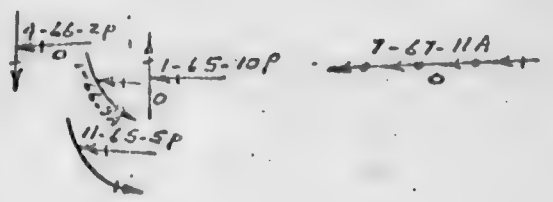
Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of [illegible] County [illegible]
Intersection of Central Blvd and 2nd St.
Highway Number 35 (Ore 42) M.P. 11.61
Period Covered 1-1-64 To 12-31-69
Compiled by BC Drawn by _____ Date 5-1-70

LEGEND.

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe





- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Jan, Feb, May, June not available for 1969

Collision Type	1964-1965				1966-1967				1968				8 Mos. 1969				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		1		1		1		1										2		2
Head-on																		1		1
Rear-end						1		1												
Sideswipe																			2	2
Turning Movement			1	1			1	1												
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		1	1	2		2	1	3				0				0		3	2	5

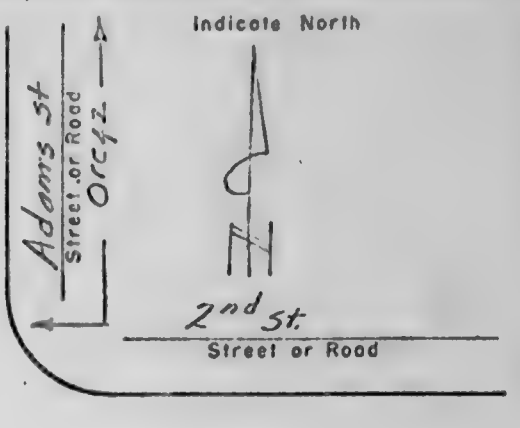
Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

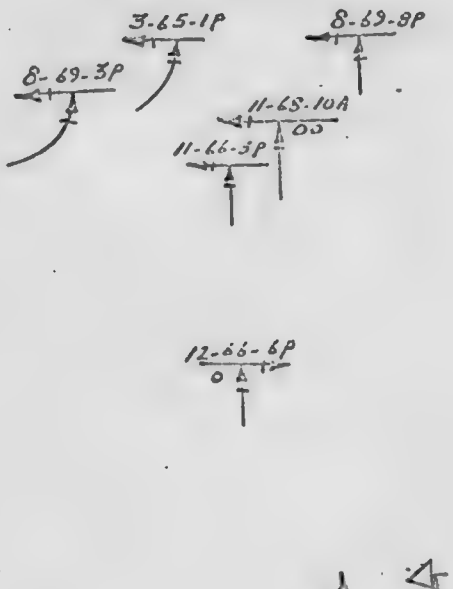
COLLISION DIAGRAM

City of Coquille County Coos
Intersection of Adams St. and 2nd St.
Highway Number 35 (Orc 42) U.P. 11.72 W
Period Covered 1-1-65 to 8-31-70
Compiled by PL Drawn by _____ Date 11-20-70

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe





- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Example:

Collision – Sideswipe
June, 1941 - 5-6PM
Property Damage.

8 Months available for 1969

Collision Type	1965-1966				1967-1968				1969				8 Mos. 1970				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle		1	1	2		1		1			1	1						2	2	4
Head-on																				
Rear-end							1	1											1	1
Sideswipe																				
Turning Movement			1	1							1	1							2	2
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian										1		1						1		1
Backing															1	1			1	1
Misc.																				
TOTAL		1	2	3		1	1	2		1	2	3			1	1		3	6	9

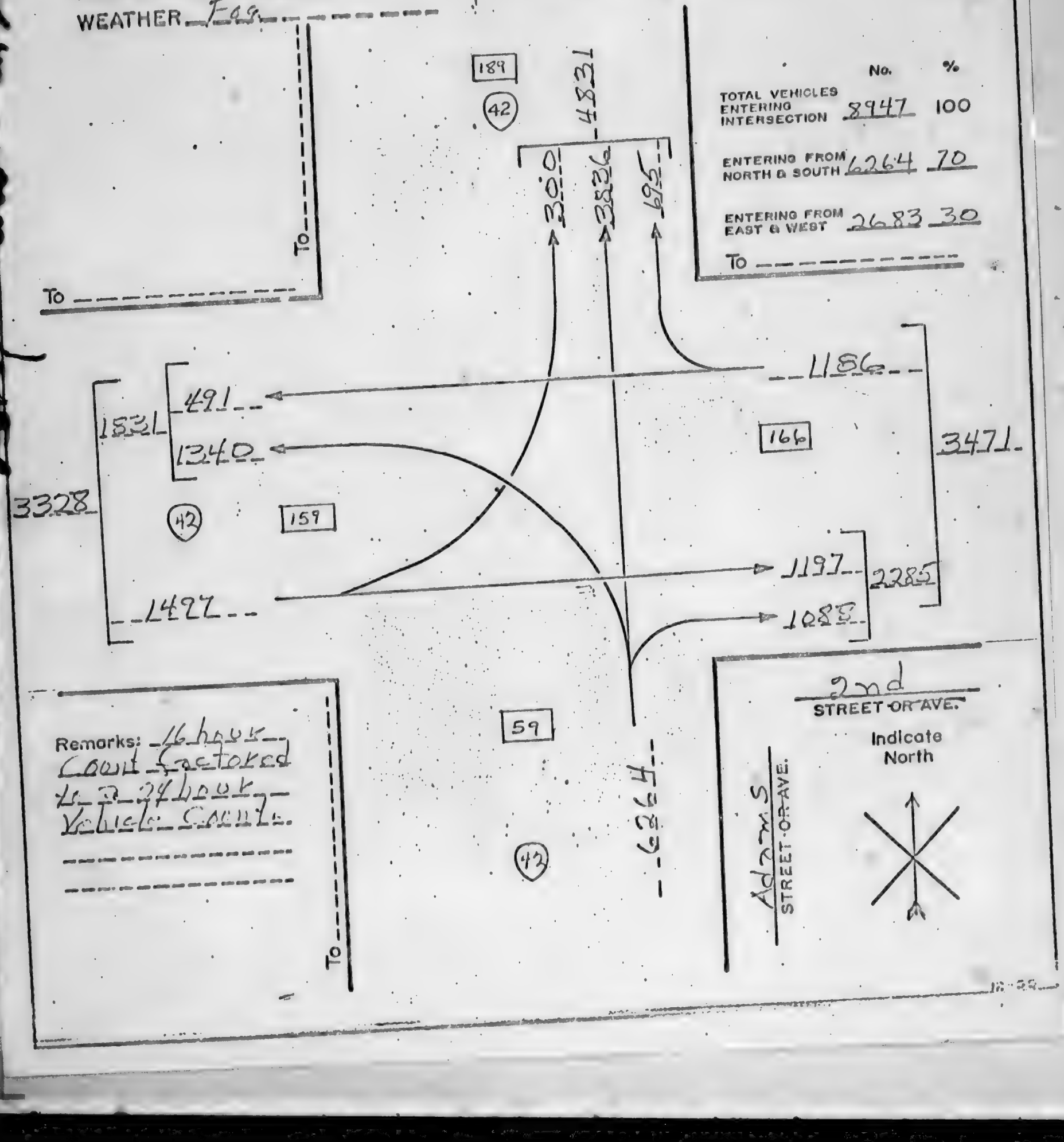
Form E-260 — 2M — 11-45

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE November 17,18/1970
DAY OF WEEK Tuesday-Wednesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM to 10PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM to 10PM
WEATHER Fair

CITY OF Corvallis
INTERSECTION OF Coos Bay-Roseburg Hwy #5
AND Second Street
STATION NO. M.P. ~~46.67~~ 11.22W
CODE NO.
CLASSIFICATION All Vehicles

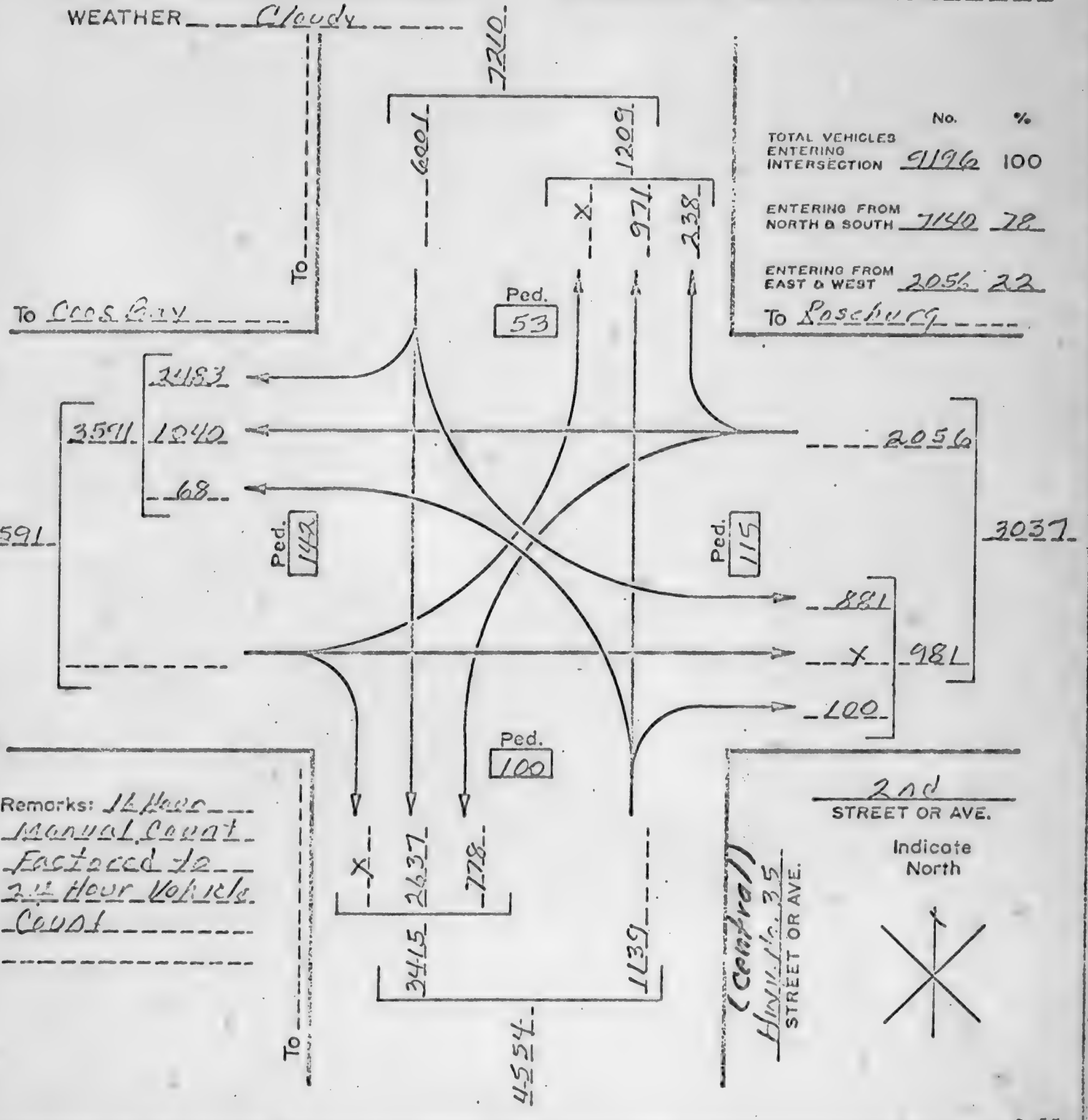
	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	8947	100
ENTERING FROM NORTH & SOUTH	6264	70
ENTERING FROM EAST & WEST	2683	30



OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE Mar 2&3-1970
DAY OF WEEK Mon & Tues.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6:00A-10:00P.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00A-10:00P
WEATHER Cloudy

CITY OF Coquille
INTERSECTION OF Coos Bay Roseburg Hwy No
AND 2nd St
STATION NO. MP 11.67
CODE NO.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	9196	100
ENTERING FROM NORTH & SOUTH	7140	78
ENTERING FROM EAST & WEST	2056	22

To Roseburg

Remarks: 16 Hour Manual Count Factored to 24 Hour Vehicle Count

12-55

OREGON STATE HIGHWAY DIVISION

REGION III - ROSEBURG

December 1970

Traffic Signal Warrant Comparison

LOCATION: Coos Bay-Roseburg Highway (Adams St.)

Item	Observed Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	486	420 1/
Average Hourly Minor St. Volume-Same 8 hours (Highest hourly volumes from either approach)	114	105
Interruption of Continuous Traffic Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	486	630
Average Hourly Minor St. Volumes-Same 8 hours (Highest hourly volumes from either approach)	114	52
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	486	420
Average Hourly Ped. Vol. across Maj. St.-same 8 hours (Highest volume crosswalk)	26	105
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)	2	5

REMARKS: 1/ 70% of Standard Warrant due to population less than 10,000 persons.

OREGON STATE HIGHWAY DIVISION

REGION III - ROSEBURG

April 1970

Traffic Signal Warrant Comparison

LOCATION: Coos Bay-Roseburg Highway at 2nd St.-Coquille

Item	Observed Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	534	350 1/
Average Hourly Minor St. Volume-Same 8 hours (Highest hourly volumes from either approach)	175	105
Interruption of Continuous Traffic Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	534	525
Average Hourly Minor St. Volumes-Same 8 hours (Highest hourly volumes from either approach)	175	53
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hours (Total of both approaches)	534	420
Average Hourly Ped. Vol. across Maj. St.-same 8 hours (Highest volume crosswalk)	18	105
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)	0	5

REMARKS: 1/ 70% of Standard Warrant due to population less than 10,000 persons.

Intersection investigated

Form E-43-3M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date March 2 & 3 · 1970

Day of week Mon & Tues.

Hours counted 6:00 A - 10:00 P

Weather Cloudy

Classification All Vehicles

SUMMARY BY MOVEMENTS

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West
P.M.	6:00- 7:00	8	1	63		99	24	23		9	1			228	195	86	33
	7:00- 8:00	39	1	123		113	45	42		25	5		3	395	327	83	68
	8:00- 9:00	67	8	154		131	45	60		25	1		4	495	402	81	93
	9:00-10:00	45	6	121		123	49	55		36	3		2	440	343	78	97
	10:00-11:00	63	14	154		157	47	68		43	—		4	550	425	77	125
	11:00-12:00	53	30	150		158	53	79		71	7		2	603	423	70	180
	12:00- 1:00	67	15	177		172	62	84		86	12		12	707	522	74	185
	1:00- 2:00	53	19	182		176	61	67		58	11		2	629	455	77	144
	2:00- 3:00	51	17	190		204	48	85		91	4		3	693	500	72	193
	3:00- 4:00	82	35	278		247	87	111		69	6		9	924	709	77	215
	4:00- 5:00	77	25	293		253	99	114		78	20		13	952	735	77	217
	5:00- 6:00	63	19	137		162	99	86		39	10		5	620	476	77	144
	6:00- 7:00	47	3	106		141	64	26		20	3		2	412	363	88	49
	7:00- 8:00	38	11	70		116	46	23		25	5		—	334	275	82	59
	8:00- 9:00	27	6	29		75	29	9		7	2		1	185	163	88	22
	9:00-10:00	21	6	31		70	25	14		25	1		—	193	148	77	45
	10:00-11:00																
	11:00-12:00																
A.M.	12:00- 1:00																
	1:00- 2:00																
	2:00- 3:00																
	3:00- 4:00																
	4:00- 5:00																
	5:00- 6:00																
	24-Hour total	881	238	2453		2627	971	1240		775	100		68	9196	7140	78	20
	16-Hour total	801	216	2257		2377	853	946		707	91		62	8360	6491	78	15
	-Hour total																
	Control																
	Factor																

(central) Hwy. No. 35 St. is North and South

2nd St. is East and West

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Coquille

Intersection Cross Ey. Roseburg, Hwy No 25 & 2nd St.

Station number 11P 11.67 - Hwy No 35

Code number

Classification All Vehicles — Entering Volumes

	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
			228	195	86	33	15
		3	395	327	83	68	17
		4	495	402	81	93	19
		2	440	343	78	97	22
		4	550	425	77	125	23
		2	603	423	70	180	30
		12	707	522	74	185	26
		2	629	485	77	144	23
		3	693	500	72	193	28
		9	924	709	77	215	23
		13	952	735	77	217	23
		5	620	476	77	144	23
		2	442	363	88	49	12
		-	334	275	82	59	18
		1	185	163	88	22	12
		-	193	148	77	45	23

Rev. 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date November 17 18 1970
Day of week Tuesday-Wednesday
Hours counted 6 A.M. to 10 P.M.
Weather Fog

Classification All Vehicles

	TIME	SUMMARY BY MOVEMENTS														From North and South	Per Cent of Total	From East and West
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL				
A.M.	6:00- 7:00		24		0		90	8	4		9		23	158		122	77	36
	7:00- 8:00		30		1		156	23	33		27		50	320		233	73	87
	8:00- 9:00		46		7		212	26	61		55		50	457		317	69	140
	9:00-10:00		31		16		179	34	68		74		58	460		311	68	149
	10:00-11:00		32		18		194	30	41		53		68	441		315	71	126
	11:00-12:00		39		13		241	42	57		70		113	575		424	74	151
P.M.	12:00- 1:00		39		18		270	69	73		84		116	669		470	70	199
	1:00- 2:00		28		20		247	46	64		52		106	586		428	73	158
	2:00- 3:00		36		29		290	35	91		74		113	668		477	71	191
	3:00- 4:00		70		44		366	37	110		126		137	890		629	71	261
	4:00- 5:00		67		50		409	31	133		138		145	984		672	70	292
	5:00- 6:00		64		34		269	21	111		89		95	683		453	66	230
	6:00- 7:00		30		6		170	14	40		37		42	341		246	68	115
	7:00- 8:00		50		9		169	10	28		38		48	396		251	63	145
	8:00- 9:00		26		4		118	3	23		15		52	241		155	64	86
	9:00-10:00		20		4		111	6	44		28		32	245		171	70	74
A.M.	10:00-11:00																	
	11:00-12:00																	
	12:00- 1:00																	
	1:00- 2:00																	
	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
	24-Hour total .		695		300		3364	491	1197		1088		1340	8147		5774	70	2683
	16-Hour total .		632		273		3087	446	1089		989		1218	8134		5694	70	2440
	-Hour total .																	
	Control . . .																	
	Factor . . .																	

Adams St. is North and South

2nd St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or County Coquille

Intersection Coos Bay - Pleasant Hwy #65 at Second Street

Mile Post 11.67

ification All Vehicles

Classification

	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
		23	158	122	77	36	23
		50	320	233	73	87	27
		50	457	317	69	140	31
		58	460	311	68	149	32
		68	441	315	71	126	29
		113	575	424	74	151	26
		116	669	470	70	199	30
		106	586	428	73	158	27
		113	668	477	71	191	29
		137	890	629	71	261	29
		145	984	692	70	292	30
		75	653	453	66	230	34
		42	361	246	68	115	32
		48	396	251	63	145	37
		52	241	155	64	86	36
		32	245	171	70	74	30
88		1340	8147	4264	70	2483	30
89		1278	8134	4194	70	2440	30

ENTERING VOLUMES - SUMMARY BY LEGS

North	East	West	South
	32	4	122
	53	34	233
	72	68	317
	65	84	311
	67	59	315
	81	70	424
	108	91	470
	74	84	428
	71	120	477
	107	154	629
	104	188	692
	85	145	453
	44	71	246
	60	85	251
	29	57	155
	26	48	171
	1186	1497	6264
	1078	1362	5697

PEDESTRIANS USING CROSSWALKS

North: East Leg	North: West Leg	East: North Leg	East: South Leg	West: North Leg	West: South Leg	South: East Leg	South: West Leg
				1			1
		1	3		3	5	
			2		4	3	
2			1		1	1	1
4	1		8	4	19	6	
27		2	27		19	6	
44			34	1	16	1	
27			10	2	14	5	
19			15		16	8	
33		10	18	4	19	5	
	15	8	19	1	14	2	2
	2		3	4	8		2
	6						
	18		4		31		
	1		1		1		
	3		5		4		1
153	34	21	145	16	143	53	6

Tabulated by

Checked by

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 3

P. O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541 Ext. 241

November 9, 1970

Mr. Frank Hall
City Manager
City Hall
Coquille, Oregon, 97423

Dear Mr. Hall:

This will further acknowledge your letter of October 27, 1970, requesting information regarding procedures to initiate the installation of a traffic signal at Second and Adams in Coquille.

The study mentioned in Mr. Sandmann's letter happens to be at Second and Central. Therefore, a Traffic Signal Warrant Investigation will be undertaken at Second and Adams as a result of your request.

For your general information, such studies include manual vehicular and pedestrian volume counts, review of five years of accident experience, analysis of these data, and comparison with nationally accepted standards.

If signalization seems warranted, an agreement is written outlining the financial and maintenance requirements. The initial construction costs are shared equally between the city and the State inside incorporated cities. This includes the intersections of two State highways or a city street and a State highway. The maintenance and power consumption becomes a city responsibility.

When this agreement is approved by both parties, a signal plan is developed and a contract prepared. The city's share is then due. It has, in a few cases, been possible to spread the city's share over a two or three year period.

November 9, 1970

Mr. Frank Hall

There are various types of traffic signals with varying efficiencies. The most basic type is a two-phase pre-timed type and has been costing some $10,000 an installation. Other types can cost considerably more.

We will proceed to make a signal warrant study and when completed will correspond further with you.

Very truly yours,

C. T. KEASEY
Regional Engineer

GLC:ejb
cc: F. B. Crandall
R. A. Sandmann

OREGON STATE
HIGHWAY DEPARTMENT

DISTRICT 7

P. O. BOX 606 COQUILLE, OREGON 97423 PHONE 396-2814

Mr. Frank Hall
City Manager
City of Coquille
Coquille, Oregon 97423

Dear Mr. Hall:

Your letter of October 27, 1970 has been referred to Mr. Glen Clark, Regional Traffic Engineer in Roseburg. Mr. Clark has more up to date figures and has informed me that a study is currently underway on the Second and Adams Street intersection.

You should be hearing from the Regional Office soon on the information you have requested.

Very truly yours,

Robert A. Sandmann
District Engineer

RAS:bb
cc: Glen Clark

City of

COQUILLE

Oregon

97423

October 27, 1970

Mr. Robert Sandmann
Oregon State Highway Department
Coquille, Oregon 97423

Dear Bob:

We have had countless requests that a traffic control light be installed at East Second and Adams Streets. This is a problem area, especially during hours when there is a shift change at the mills.

My question is to ask whether you have a count of traffic at that point, and further to ask what aid or instructions you can supply toward installation of a light at that location.

Very truly yours,

CITY OF COQUILLE

Frank Hall

City Manager

JFH:MM

#7799 Park St.-Pac. Hwy. (Ashland) Sec. of Green Springs Hwy. in Ashland (Grad., pav., & struct.) 1972 #2

C&M W605 10-15-72
RR 729- 7-6-72

7799

From the desk of:
H. Scott Coulter

Feb. 10, 1977

Oregon Transportation Commission

Gentlemen:

I'll bring this matter before you at the February 15 meeting.

H. S. Coulter

DATE: February 10, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Petro Escalation Claims

The 1974 special session of the Legislature passed Senate Bill 1009 (now ORS 279.332) which allowed the State to compensate contractors for increased costs of petroleum products on which prices increased more than 10 percent. The law applies only to contracts existing prior to January 15, 1974. The law is permissive, saying, "A state agency at its option may modify the provisions of the public contract to increase the contract price so that the petroleum product cost increase is apportioned between the contracting parties in such manner as they may agree." A similar but mandatory law was subsequently passed by the 1975 Legislature, including another year of contracts (up to 1-23-75), but was vetoed by Governor Straub after a strong recommendation from us to do so.

We had 95 contracts eligible for consideration in various stages from those just awarded to some virtually completed. At the time the law was passed, it appeared the petro item with the most potential for price change and total money potential was asphalt. We had about 82,000 tons of asphalt left to use under eligible contracts. The first large request for escalation was made on behalf of the paving subcontractor on Contract No. 7867, Cape Arago-Woodland Drive in Coos Bay. After discussions with the contractor, the State took the position that escalation on the asphalt would be recognized only after the contractor had exhausted all other remedies to secure the needed asphalt at original price quotations. As the 1974 contract paving work was accomplished, most contractors secured asphalt price protection on the work eleigible under the law. Minor exceptions were where a contractor or subcontractor had changed suppliers or the work was delayed. The contractor on the Coos Bay contract did not pursue his claim against the State further, and we understand they also secured the asphalt at original prices. A majority of the eligible contracts were completed within one year and by then, of course, all new work was being bid and performed at higher prices.

The price protection on asphalt continued on into 1975 on the remaining old work with at least one large contractor resisting pressure from his supplier for a higher price. (This was the Woodburn-Hayesville project by Gordon Ball Company, and paving there continued on into 1976.)

The end result with respect to asphalt has been that the eligible contracts were completed and with no apparent severe financial hardship on any contractor that we are aware of. In those instances where paving work was added to a contract by change orders, we have repriced the added work in accordance with higher current prices. We believe this, along with our earlier resistance to renegotiating existing contracts, helped preserve the integrity of their bid prices. We contracted a large volume of A.C. paving in 1975 and 1976 at the then higher prices, so logically this later work may have subsidized the completion of the older ones.

A different situation has evolved with respect to other petro products, particularly diesel fuel. Unlike asphalt, the amount of fuel used on our contracts is probably a very small fraction of the total market. Early in 1974, we were expecting fuel allocations and, for some contractors, the basic problem became just getting the necessary fuel at all, regardless of prices. Bidding practices with respect to fuel needs were apparently often less formal than for asphalt, so suppliers had more latitude to raise prices to contractors. Prices increased from about 14 cents per gallon to 37 cents from 1974 to 1976. A graph of the prices documented on the three largest projects is enclosed.

Obviously, the accumulative money effect of these higher prices became most severe on the largest and therefore longest running contracts. (All the contracts eligible under ORS 279.332 have been completed.) We have specific active claims for petro escalation on three contracts.

The largest claim is on the largest and longest (time) project, Woodburn-Hayesville Contract No. 7866. Two others are on Ladd Canyon-N. Powder on I-80N and a smaller one on the last eligible project to be completed, S. Tigard-Tualatin River on I-5.

We have considered for some time the various aspects of these claims, how to respond to them and carry out the legislative intent. There are good arguments both for and against making such adjustments. We have even listed some of these arguments as shown attached. We believe the contractors themselves were divided on the question at the time the legislation was considered.

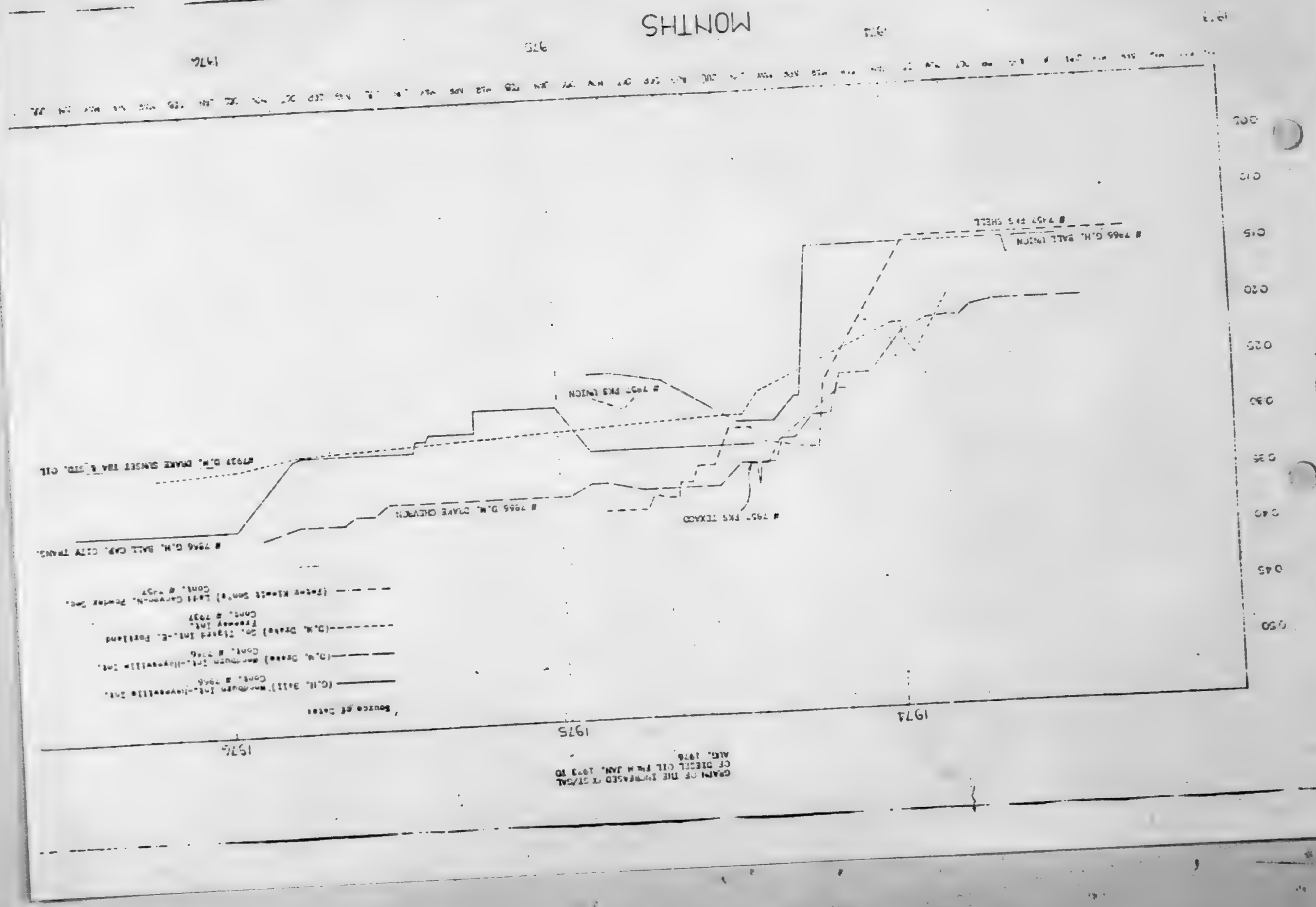
My conclusion is that some sharing of these large increases in fuel cost would be equitable and appropriate. I suggest the State share in half of the escalation cost that occurred on fuel only (the largest claim is for fuel only, anyhow). Adjustment on this basis would not create any "windfall" profits. The total estimated cost should not exceed $215,000. We would seek federal participation in this.

We do not know whether this approach will be agreeable with the contractors, but request your authorization to settle these claims with this objective.

Att.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. R. Klaboe w/att.
E. S. Hunter "
R. L. Schroeder
C. T. Keasey
Walt Barrie "
George Bell
Max Klotz


MONTHS
1974
1975
1976
0.30
0.35
0.40
0.45
0.50
7957 FKS TEXACO
7965 D.M. DRAKE CHEVRON
7966 G.M. BALL CAP. CITY TRANS.
7937 D.M. DRAKE SUNSET TRA'N STN. CTL
7965 G.M. BALL UNION
7957 FKS SHELL
Source of Data:
(G.M. 3411) Woodburn Int.-Hydroballic Int.
Cont. # 7966
(D.M. Drake) Woodburn Int.-Hydroballic Int.
Cont. # 7966
(D.M. Drake) 20. Signed Int.-E. Portland
Freeway Int.
Cont. # 7937
(Prior Risk Sant'd) Lodi Cardroom, Premier Inc.
Cont. # 7957
GRAPH OF RISE INCREASED OF STATE
OF DIESEL OIL FROM JAN. 1973 TO
AUG. 1976

PETRO ESCALATION CLAIMS (UNDER SB-1009 - 197

CONT. NO.	AWARD DATE	PROJECT	CONTRACTOR	CONTRACT AMOUNT	PETRO CLAIM AS PRESENTED	VERIFIED AMOUNT 1)	F V N
				A C T I V E C L A I M S			
7866	3-16-73	Woodburn-Hayesville	Gordon Ball	$20,340,000	$263,967.17	$302,296.33	
7857	12-20-72	Ladd Canyon-N. Powder	Kiewit	8,271,616	183,617.54	166,337.60	
7937	9-19-73	S. Tigard-E. Portland Freeway	Drake	13,308,754	7,074.72	7,782.19	
7970	11- 1-73	Milton-Freewater-Wash. State Line	S. D. Spencer	3,846,802	84,144.64	Not verified	
				I N A C T I V E C L A I M S - D E N			
7960	10-26-76	Hogan Rd.-Boring	Gordon Ball	$ 1,107,247	$ 1,774.38	Not verified	
7867	3-30-73	Cape Arago-Woodland Dr.	Slate	1,405,367	$32/ton asph.	Not verified	
7936	9- 7-73	Deadman's Cr. Slide	Wm. McBee	142,266	782.00	782.00	
7895	6-22-73	Button Bridge	Workman	721,883	2,356.00	2,356.00	
7973	12- 5-73	Umpqua Hwy. Jct. (Reedsport)	Laskey-Clifton	137,607	5,016.00	Not verified	
7799	8-14-72	Park St.-Pac. Hwy. (Ashland)	Ross Bros.	1,343,103	1,488.00	Not verified	
7660	11- 4-71	S.E. Causey-Gladstone	Gordon Ball	9,421,581	8,099.00	Not verified	

1) Without excluding any %.
2) Excludes fuel used for change order work added to contract. No further % reduc

ALATION CLAIMS (UNDER SB-1009 - 1974)

RACT OUNT	PETRO CLAIM AS PRESENTED	VERIFIED AMOUNT 1)	FUEL AMOUNT ONLY VERIFIED, ORIGINAL CONTRACT 2)	% OF CONTRACT AS VERIFIED FUEL ONLY	REMARKS
A C T I V E C L A I M S					
40,000	$263,967.17	$302,296.33	$270,916.00	1.33	Claimed for fuel only, and after 10% excluded.
71,616	183,617.54	166,337.60	130,012.00	1.57	Claim includes more than fuel.
08,754	7,074.72	7,782.19	7,470.90	0.06	Claimed for fuel only, and after 10% excluded.
846,802	84,144.64	Not verified	(Details not available no response since 5-6-76)		Claim is for $30,908 asphalt & $53,236 diesel; related to late completion time.
C T I V E C L A I M S - D E N I E D O R D R O P P E D					
,107,247	$ 1,774.38	Not verified	-	(.16)	Denied. Gasoline only.
,405,367	$32/ton asph.	Not verified	-	-	Denied. Apparently dropped.
142,266	782.00	782.00	-	-	$33/ton on 1974 asphalt denied.
721,883	2,356.00	2,356.00	-	-	Claim for $33/ton on 1974 asphalt denied. Subcontract conflict.
137,607	5,016.00	Not verified	-	-	Claim for $32/ton asphalt & propane; subcontract conflict, denied.
1,343,103	1,488.00	Not verified	(1488)	(0.1)	Denied.
9,421,581	8,099.00	Not verified	(5618)	(0.06)	Claim for gasoline & CRS-1 Asphalt, dropped.

dded to contract. No further % reduction.

ARGUMENTS FOR PETRO ESCALATION ADJUSTMENT

1. Escalation of some prices has in fact occurred and the law permits part of it to be reimbursed.
2. The large claims are from long term projects more vulnerable to unforeseen cost increases not only on petro items, but many others as well.
3. It is inherent in accomplishing large projects that they be undertaken by large firms. Only a few larger firms have the necessary resources to risk and the expertise to build them.
4. The contractors with the two large claims probably suffered large losses on the projects anyway. The petro escalation increased their losses.
5. At least one of the contractors (Ball) has apparently diligently resisted asphalt price increases (Any petro adjustment made would presumably be complete and final for all claims).
6. The Department encouraged the veto of a subsequent law which would have made escalation reimbursement mandatory. It behooves the Department to show that under the earlier permissive law it has acted fairly. This would be in the long range best interest of public by keeping a reputation of fair dealing with contractors so that they can bid at lowest prices with minimum of contingencies for unknowns.
7. Insisting on more formal fuel quotations and supply contracts at the time of bidding may well have resulted in higher initial pricing of these items.
8. Fuel availability and pricing had been quite stable prior to 1973. It is not reasonable to expect contractors to anticipate the increases that occurred within the next two years and even had this been possible, higher bid prices would have resulted.

9. In late 1973 and 1974 when rapid escalation of fuel prices occurred, there was the added problem of obtaining it at all. The State benefited from the contractors' successful efforts to obtain the necessary fuel to keep projects going and the potential loss to public (had they been unsuccessful) would have perhaps exceeded the direct cost escalation.

10. Adjustment for something less than 90 percent of the increase and with higher beginning level prices for comparison in some cases and limited to <u>fuel only</u> (and with no allowance for interest value during the interim since the costs were incurred by the contractors) would be a very conservative basis of final settlement if it can be negotiated.

11. A negotiated settlement without legal costs or detailed auditing costs or publicity would be the least costly to State.

JAB:fr

11/12/76

ARGUMENTS AGAINST PETRO ESCALATION ADJUSTMENT

1. Contractors involved did not suffer catastrophic results. They are in fact still in business.
2. The two large claims are from large out-of-State firms with diverse interests other than construction.
3. By holding back on recognizing any escalation obligation, price protection to contractors on asphalt may have been enhanced.
4. Loss or increase in cost from fuel escalation is merely one of many factors that could affect cost and profitability, or lack of it, on any project.
5. The Legislative concern at time law was passed may have been focused on asphalt pricing. Escalation on asphalt is not involved on the large claims.
6. To single out petro items for price escalation ignores the large cost increases that occurred in other components such as re-bar.
7. There is no guarantee of getting Federal participation in an adjustment. Specific Federal approval at a high level will be required.
8. Contractors should have had more formal and enforceable fuel contracts at time of bidding.
9. State has paid fair and current prices for all unforeseen work added to these contracts by change orders. It is only the original contract work bid in a free enterprise competitive manner which is involved in the escalation question.
10. At least one Oregon contractor (Cascade Construction Co.) that did significant work as a subcontractor on one of the eligible projects has not claimed escalation.

JAB:fr

11/12/76

June 18, 1975

The Honorable Robert W. Straub
Governor of Oregon
State Capitol
Salem, Oregon 97310

Attention Edward J. Sullivan
Legal Counsel

Dear Governor Straub:

Re: Senate Bill 416
Escalation of Contract Price for
Increase in Cost of Petroleum Products

I have revieved the provisions of Senate Bill 416 and recommend that this legislation not be approved for the following reasons:

1. This considers only one group of products used in construction, whereas several other materials have suffered similar, if not greater, cost increases.

2. The industry (Associated General Contractors) has not asked us to include escalation clauses in our contracts, though we have discussed the problem with them several times and have given them the opportunity to make such request.

3. The legislation, as written, discriminates between contracting agencies, i.e., "...a state agency shall and a public agency may modify the provisions..." to increase the contract price.

4. Bulk asphalt prices more than doubled between the fall of 1973 and February 1974, with little or no change since that time. Diesel fuel prices have followed a similar pattern with no significant changes since the second quarter of 1974.

   Bid prices on asphalt, which include such items as freight charges, handling costs, anticipated price increases, etc., rose to a range of $75 to $90 per ton but, with the steadier prices, have now dropped to $60 to $80 per ton.

5. The existing law covers most of the period of rapid and extreme escalation of asphalt and petroleum prices. The intent of that law was to provide a "last resort" remedy to contractors in dire financial difficulty and in danger of bankruptcy due to such escalation. The Highway Division had 45 contracts in force which were considered to be eligible for consideration. Of these, notices of claims have been received on 14 projects. Four have been completed for some time and no formal claims are anticipated. Claims have been submitted on five projects, four of which have been responded to, indicating, on the basis of information furnished, the contractor has not shown conditions meeting the intent of Senate Bill 1009. The last claim submitted is still being analyzed. There are still three large contracts in effect which are covered by the existing law and on which claims may be expected to be filed. Most of the claims appear to have been dropped.

6. To our knowledge, all our contractors have been able to obtain asphalt at or near the original quotations received from the oil companies at the time of bidding. Had we not insisted that there be a significant impact on the total contract and that any adjustment under the existing law be a "last resort" remedy, even to the extent of possible litigation against the oil companies, it is a certainty that this price protection would have been lost, resulting in several million dollars additional cost to the State and to the contractors.

If Senate Bill 416 becomes law, it will almost automatically result in the loss of price protection on existing contracts, with the additional cost being paid by the people of Oregon.

This bill far exceeds the intent of the original legislation by making it mandatory on the State to negotiate an equitable settlement on increases of more than 10 percent or face litigation.

Sincerely,

F. D. Klabon, Administrator
and State Highway Engineer

bc: George M. Baldwin
A. E. Johnson
Walt Birrie
E. S. Hunter
H. S. Coulter
C. T. Keasey
Ralph Sipprell

CTK:fr HSC:la srb

7799 6-29-76 3:15 pm 7-1-76

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR JACKSON COUNTY

OAK KNOLL CORPORATION, an Oregon corporation, Plaintiff, -vs- ROSS BROS. CONSTRUCTION, INC., an Oregon corporation, and STATE OF OREGON, acting by and through its Department of Transportation, Highway Division, Defendants.	Action at Law for Money Damages No. 76-1508-L-2 SUMMONS

TO: ROBERT BURCO, Director, Department of Transportation, Highway Department Building, Salem, Oregon.

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the complaint filed against you in the above entitled cause within ten days from the date of service of this summons upon you, if served within this county; or if served within any other county of this state then within twenty days from the date of the service of this summons upon you; and if you fail so to answer, for want thereof, the plaintiff will take judgment against you for the relief prayed for in the complaint on file herein, a copy of which is herewith handed to you and to which your attention is directed.

NOTICE TO DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion", "demurrer" or "answer". This paper must be given to the court within 20 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff or its attorney to show that the other side has been given a copy of it.

If you have questions, you should see an attorney immediately.

HAVILAND, deSCHWEINITZ, STARK & HAMMACK

Larry C. Hammack

Larry C. Hammack, of Attorneys for Plaintiff

SUMMONS

Original accepted by Florence Nearell 7-1-76 at 3:15 P.M. Hand delivered to Walt Barrie for Attn. action. (M)

HAVILAND, DESCHWEINITZ, STARK & HAMMACK
ATTORNEYS AT LAW
221 WEST MAIN STREET
MEDFORD, OREGON 97501
TELEPHONE 779-2311

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR JACKSON COUNTY

OAK KNOLL CORPORATION, an Oregon corporation, Plaintiff, -vs- ROSS BROS. CONSTRUCTION, INC., an Oregon corporation, and STATE OF OREGON, acting by and through its Department of Transportation, Highway Division, Defendants.	Action at Law for Money Damages No. 76-305-L2 COMPLAINT

Plaintiff alleges:

I

That at all times herein mentioned plaintiff was an Oregon corporation authorized to do business and was doing business in the State of Oregon and operating a restaurant located in Ashland, Oregon, which restaurant was adjacent to Highway 66.

II

That at all times herein mentioned defendant Ross Bros. Construction, Inc. was and is an Oregon corporation authorized to do business and is doing business in the State of Oregon.

III

That at all times herein mentioned, defendant State of Oregon, acting by and through its Department of Transportation, Highway Division, was and is a department of the State of Oregon, which department was formerly known as Oregon State Highway Division.

IV

That at all times herein mentioned, plaintiff was in possession of the real property set forth on Exhibit "A" and was

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MEDFORD, OREGON 97501
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ATTORNEYS AT LAW
221 West Main Street
Medford, Oregon 97501
Telephone 779-2311

operating a restaurant on said premises known as the "Oak Tree Restaurant".

V

Highway 66 is a public highway providing public access to businesses located adjacent thereto, which businesses included the Oak Tree Restaurant.

VI

That during the period of time from October, 1973 to and including July, 1974, defendants constructed an improvement on Highway 66, adjacent to plaintiff's restaurant facilities, which construction included excavating, filling, grading and paving of said highway.

VII

In performing the construction and specifically the excavating, filling, grading and paving thereof, defendants interfered with the ingress and egress to plaintiff's restaurant facilities during the period of time set forth above, with the result that plaintiff lost profits during that period of time as more specifically set forth hereinbelow.

VIII

The Department of Transportation, formerly known as the State Highway Division, was given notice in writing of plaintiff's claim of injury within 180 days as required by law.

IX

That the excavation, filling and paving of said Highway 66 was done negligently by defendants in the following particulars:

1. In constructing trenches in front of plaintiff's

property which created an unreasonable amount of dust, dirt and rock, interfering with access to plaintiff's premises.

2. In failing to provide any watering for the dust, dirt and debris resulting from excavation in front of plaintiff's premises, thereby causing a dusty, dirty atmosphere, causing discomfort to plaintiff's patrons.

3. In failing to adequately remove dirt, dust and debris resulting from defendants' construction, which dirt, dust and debris accumulated on plaintiff's property, interfering with access thereto and causing dirt, dust and debris to be tracked into plaintiff's premises, causing the same to become dirty, necessitating additional cleaning.

4. In failing to provide access to plaintiff's property of a sufficient width across the excavation running in front of plaintiff's areas of ingress and egress.

5. In failing to adequately light and mark the access to plaintiff's property across the excavation running in front of plaintiff's areas of ingress and egress.

6. In failing to construct access of a sufficient height across the excavation to provide access to plaintiff's property.

7. In constructing access ramps at such a grade that was too steep for use by vehicles reasonably to be expected to make ingress or egress from plaintiff's premises.

8. In constructing barricades on plaintiff's premises so as to block plaintiff's parking spaces.

9. In excavating the roadbed and providing for only one entrance and exit to the adjoining service station, thereby

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causing public travel across plaintiff's parking lot, causing a hazard and considerable congestion for plaintiff's patrons.

10. In failing to adequately water or prevent dust, dirt and debris from accumulating and clogging the plaintiff's ventilating system, thereby causing a dusty and uncomfortable atmosphere in plaintiff's premises for plaintiff's patrons.

X

That as a direct and proximate result of the foregoing, plaintiff was caused loss of profits from the operation of the Oak Tree Restaurant between October, 1973 and July, 1974 in the amount of $39,100.00.

XI

As a further direct and proximate result of the foregoing, plaintiff was caused to provide repairs for the air-conditioning and ventilating system and to provide additional labor to keep the premises clear of dust, dirt and debris from the construction project, which additional labor and repairs amounted to the sum of $900.00.

XII

That all of the above mentioned damages were a direct result of the negligence of defendants in the construction and reconstruction of Highway 66, which negligence caused an interference with the use and enjoyment of plaintiff's premises, and the right of plaintiff in the use of said premises, all to plaintiff's damage in the total sum of $40,000.00.

WHEREFORE, plaintiff prays for judgment against the defendants, jointly and severally, in the amount of $40,000.00,

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ATTORNEYS AT LAW
221 WEST MAIN STREET
MEDFORD, OREGON 97501
TELEPHONE 779-2311

and for plaintiff's costs and disbursements incurred herein.

HAVILAND, deSCHWEINITZ, STARK & HAMMACK

Larry C. Hammack

Larry C. Hammack, of Attorneys for Plaintiff

HAVILAND, DESCHWEINITZ, STARK & HAMMACK
ATTORNEYS AT LAW
221 WEST MAIN STREET
MEDFORD, OREGON 97501
TELEPHONE 779-2311

Commencing at the corner common to Sections 11, 12, 13 and 14 in Township 39 South, Range 1 West of the Willamette Meridian in Jackson County, Oregon, thence North 36.5 feet, thence West 2467.3 feet to a 3/4" galvanized iron pipe located on the northerly boundary of the Greensprings Highway for the true point of beginning; thence South 85°53'10" West, 40.57 feet; thence North 89°53'10" West 59.54 feet; thence North 0°10'30" East 150.0 feet; thence South 89°49'30" East 100.0 feet; thence South 0°10'30" West 146.97 feet to the true point of beginning.

Commencing at the corner common to Sections 11, 12, 13 and 14 in Township 39 South, Range 1 East of the Willamette Meridian in Jackson County, Oregon, thence North 36.50 feet, thence West 2467.30 feet to a 3/4" galvanized iron pipe located on the northerly boundary of the Greensprings Highway, thence North 0°10'30" East, 125.00 feet to the true point of beginning; thence North 85°53'10" East 156.42 feet to an intersection with the southwesterly boundary of Interstate Highway No. 5; thence North 13°45'30" West, along said boundary, 113.57 feet; thence South 89°49'30" West 129.14 feet to a point North 0°10'30" East of the true point of beginning; thence South 0°10'30" West 121.97 feet to the true point of beginning.

Exhibit "A"

STATE OF OREGON,
County of Jackson } ss.

I, JOHN R. REID, being first duly sworn, depose and say that I am the President of the plaintiff corporation in the above entitled cause; and that the foregoing Complaint is true, as I verily believe.

John R. Reid

NOTARIAL SEAL

Subscribed and sworn to before me this 29th day of June, 19 76.

Larry C. Hammack
Notary Public for Oregon
My Commission expires Nov. 27, 1977

STATE OF OREGON,
County of Jackson } ss.

I, LARRY C. HAMMACK, one of the attorneys for Plaintiff, do hereby certify that I have prepared the foregoing copy of Summons and Complaint and have carefully compared the same with the original thereof; and that it is a correct transcript therefrom and of the whole thereof.

Medford, Oregon, dated the 29th day of June, 19 76.

Larry C. Hammack
Of Attorneys for Plaintiff

STATE OF OREGON,
County of _____ } ss.

Due service of the within _____ is hereby accepted in _____ County, this _____ day of _____, 19____, by receiving a copy thereof, duly certified to as such by _____, of Attorneys for _____

_____
Attorney for _____

I hereby certify that I served the foregoing _____ on _____, attorney for _____, on the _____ day of _____, 19____, by mailing to him a true and correct copy thereof, certified by me as such. I further certify that said copy was placed in a sealed envelope addressed to the said attorney at _____ which is his regular office address, or his address as last given by him on a document which he has filed in the above entitled cause and served on me; said sealed envelope was then deposited in the United States post office at _____, Oregon, on the day last mentioned, with the postage thereon fully paid.

_____
Attorney for

STATE COPY

7799

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Jackson	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
5/10/76	T. P. Lowe, Area Engr	F-166(2)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
10/11/74	—	— %	—

APPROVED EXTENSIONS	LOCATION
—	Green Springs Highway in Ashland

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

MAY 1 1 1976

W shington

PARK STREET-PACIFIC HIGHWAY
GREEN SPRINGS HIGHWAY
Utility Project

1. SCOPE OF INSPECTION:

A final inspection of the completed construction project (No. F-166(3)) was made 10/18/74.

2. FINDINGS:

All construction and utility work was substantially complete at that time.

5-12-76 cy(s) sent.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE		SIGNATURE: Original signed by G. K. Hossner Dist. Engineer	
TITLE: ~~T. P. Lowe~~ Area Engineer	DATE: 5/10/76	TITLE: ~~G. K. Hossner~~ District Engineer	DATE: 5/10/75

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

7799

NOTED
E. S. HUNTER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 6, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM R. D. Church for
C. T. Keasey
Construction Engineer

Federal-Aid Project
No. F-166(2)

SUBJECT Request Project Acceptance

Work Completed October 11, 1974

Project Park St.-Pacific Hwy. (Ashland) Utility Project

Highway Green Springs

County Jackson

Project cost was $50,156.84.

Your final acceptance is requested.

Final Acceptance Date; 10/18/74

RDC:md

cc: R. D. Church
V. E. Skoog
Virgil Boyd

G. L. Green
Division Administrator

RECEIVED
STATE HWY ENGR
MAY 11 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
APR 12 1976
OREGON STATE

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7799

STATE COPY

11-6-75

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	7	Jackson	Oregon

DATE OF REPORT	REPORT MADE BY		PROJECT NO.
11-6/75	R. C. Schimelfenyg, Engr Trainee		F-166(3)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
10-4-74	5-5-75	-- %	--
APPROVED EXTENSIONS	**LOCATION**		
1.57 days 2.62 days	See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PARK STREET-PACIFIC HIGHWAY (ASHLAND)
GREEN SPRINGS HIGHWAY
Grading, Paving, and Structure

Final inspection was made October 18, 1974 by T. P. Lowe, Area Engineer, accompanied by J. X. Wilson, OSHD. Liquidated damages for contract time overrun and time extensions pending at the time of final inspection have been resolved. The contractor was assessed $14,581.78 for Railroad Protective Cost--all claims on this project have been settled.

COPY SENT

NOV 06 1975

Washington

RECEIVED

NOV 10 1975

Office of
Assistant State Highway Engineer

11-[illegible]-75

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe		SIGNATURE Original signed by G. K. Hossner Dist. Engineer	
TITLE Area Engineer	DATE 11/6/75	TITLE G. K. Hossner District Engineer	DATE NOV 05 1975

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

STATE COPY

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 30-1)

ALL — *To be completed by Washington Headquarters Personnel*

1	2 4	5 8	9 12	13 15	16 18	19 22	23 24	25 27	28 30	31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN X / RURAL ( )
Oregon	Jackson	F-166(3)	

	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
CARD A		CONSTRUCTION TYPE CODES		6203	X 121	DATE STARTED: September 1, 1972
	20	FINAL CONSTRUCTION COST	DOL.	849,905	544,753	DATE COMPLETED: October 4, 1974
	21	LENGTH OF PROJECT	MILES	.642	.060	TOTAL NO. BRIDGES: 1

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS: 37,500	GROSS EARNINGS: $337,328	

CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	$428,987	274,962
	9	PETROLEUM PRODUCTS	GAL.	35,000	
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON.	28,000	
	92		CU. YD.	1,800	
	3	BITUMINOUS MATERIAL	GAL.	200,000	
	4	LUMBER	THSD BD. FT.	5	12
CARD D	5	TIMBER PILING	LIN. FT.		4,000
	7	REINFORCING STEEL	LB.	17,000	432,000
	8	STRUCTURAL STEEL	LB.		300,000
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.	428	3,900
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	19,000	
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		20,000
	17	FENCING	LIN. FT.	62	
	18	GUARDRAIL	LIN. FT.	1,487	661
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Items 48-70 to be completed by FHWA Washington Headquarters Personnel

43 52	53 61	62 70

CARD H — CULVERT ITEMS

ITEM	SIZE (In.)	LGTH. (Lin. ft.)
6	CORRUGATED STEEL CULVERT	
	12"	695
	18"	186
	24"	183
	36"	100
	48"	112

CARD J

ITEM		
13	CONCRETE PIPE	
	12"	2,864
	15"	1,017
	18"	402
	24"	61

CARD K

ITEM		
14	CLAY PIPE AND DRAIN TILE	

CARD L

ITEM		
25	CORR. ALUMINUM CULVERT	

CARD M

ITEM		
26	CAST IRON PIPE	
	6"	109
	8"	1,716
	10"	492
	12"	191

FORM PR-47 (REV. 10-72) PREVIOUS EDITIONS ARE OBSOLETE

7799

September 29, 1975

General Insurance Co. of America
Portland Service Office
1500 S.W. 1st Ave.
Portland, OR 97201

Gentlemen:

A post-final payment for $15,006.93 will be made to Ross Bros. Construction, Inc., on Contract No. 7799 for work on the Park Street-Pacific Highway Section of the Green Springs Highway in Jackson County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,370,898.66 including the post-final payment. Of the total $14,349.92 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

cc Ross Bros Constr., Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

7794

September 5, 1975

Ross Bros. Construction, Inc.
3501 Brooklake Road, N.E.
Salem, Oregon 97303

Gentlemen:

Park Street-Pacific Highway
Contract No. 7799

Further consideration has been given to your request for time extension on this contract. An additional 62-day time extension is granted as part of an overall compromise settlement of all contract claims and time liquidated damages. Price Agreement No. 10, which covers a related adjustment in railroad protective charges, is also being processed for payment and a post-final payment covering it and the 62-day time extension will be forthcoming.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr js

bc: F. B. Klaboe
E. S. Hunter
C. T. Keasey
V. E. Skoog
Bob Church
Alfred Shirley, Jr.
Bill Maude
Dick Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 4, 1975

FILE: CON 5 #7799

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Railroad Protective Costs
Park Street-Pacific Highway
Contract No. 7799

TO: H. S. Coulter
Assistant State Highway Engineer

We have now reached a satisfactory agreement with Ross Bros. on time charges and all claims. The additional 62 days extension has already been approved by FHWA. Rough draft letter to the contractor is attached. The Price Agreement 10 Railroad Protective adjustment increases the State's share by $2,606.95 (from the specified $24,000) and leaves $11,975.19 paid by the contractor. The additional 62 days time extension leaves 50-1/2 days still in effect at $200 per day or $10,100 time liquidated damages also deducted from the contractor.

The P.A. 10 includes a close-out statement that it settles all claims contingent on the added 62 days. I believe this is a good settlement finally brought about by some straight-forward negotiations.

JAB:fr

Att.

RECEIVED
SEP 4 1975
Office of
Assistant State Highway Engineer

Hwy 21
Jackson Co
Ref Ashland Loop Const
5-16-72 Agree

SALEM, OREGON
July 25, 1975

Purl B. Arensmeier
Abandonment Engineer

Al Brown
Right-of-Way Agent
Region 3
Roseburg

Land Status
Park Avenue - Pacific Highway
Section
Green Springs Highway
Jackson County

Your request of July 16 for status of three parcels of land in subject section was referred to the Title Unit since the data is not available in this office.

We are advised that this information needs to be obtained from the title company and the Title Unit suggests that you contact the title company there for the disposition of these.

PBA:geh

cc: J. B. Boyd
H/H. Haskin

This is → follow-up on Ashland 5/16/72 Agree

☑ ENGR. ☐ ASST. ☑ OE ☒ AE ■ UE
☑ UPE ☒ CE ☒ RE ☒ RPE ☐

Hwy 21
Jackson Co
R/W-A&R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

July 16, 1975

FILE:

FROM: Al Brown
Right of Way Agent

TO: Purl Arensmeier
Project Management

SUBJECT: Request for Land Status
Park Avenue-Pacific Hwy. Section
Green Springs Highway
Jackson County

The Jackson County Assessor desires to know if the Highway Division has taken title to three parcels of land identified as Jackson County land.

The parcels are outlined on attached sketch and identified as the following volume and page, 116-475; 128-480 and 128-479.

As the railroad overpass utilizes this land in the fill area, the question of ownership arises.

Thank you for the help.

AB:ld
Attachment

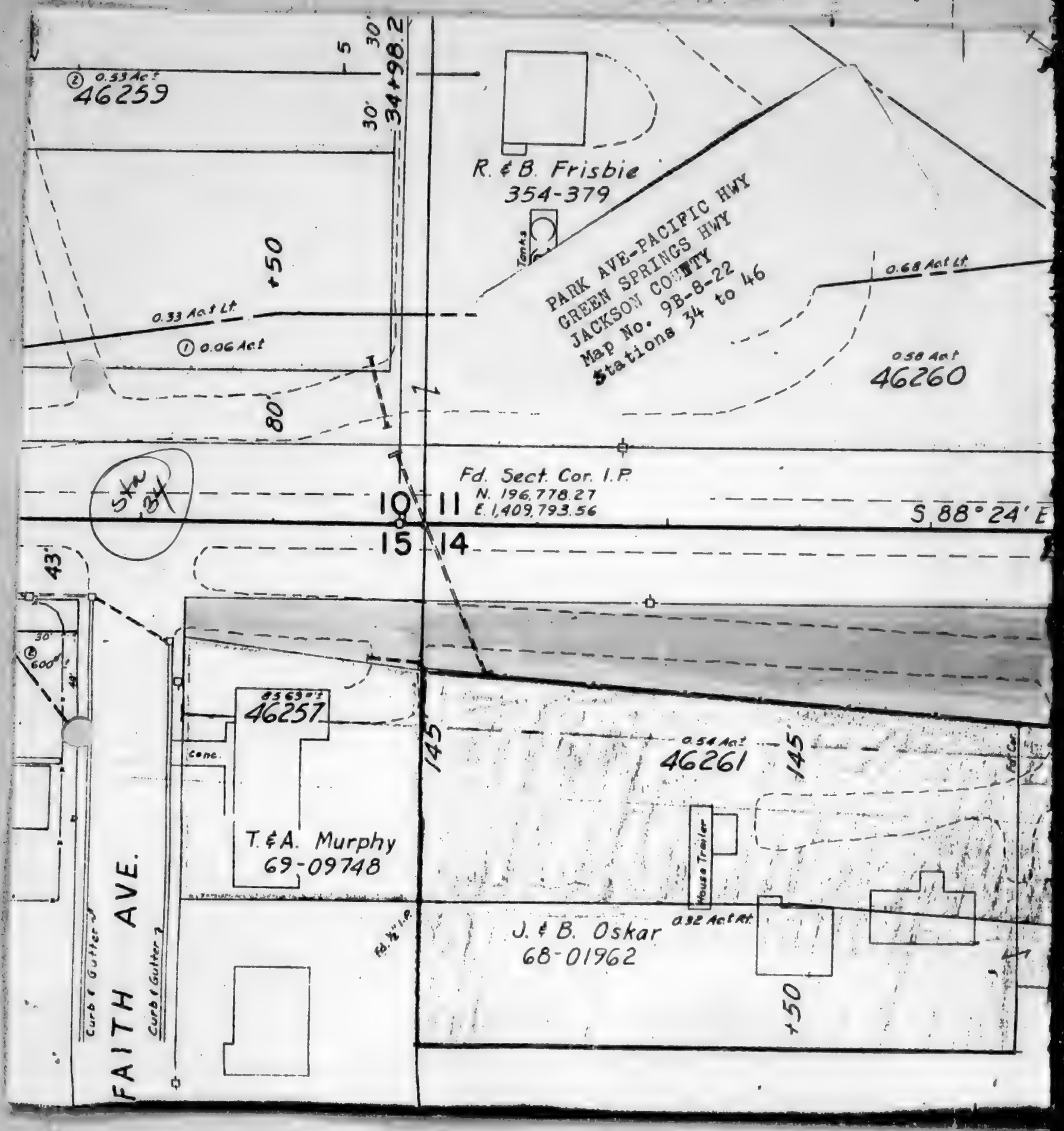
cc: J. B. Boyd
W. H. Haskin

RECEIVED
COUNTY & CITY SECTION
JUL 18 1975
☑ ENGR. ☐ COOR. ☐ OE ☒ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT SECTION

Routing	Action	Info
P.M. Engineer		
Proj. Dev. Engr.		
Office Engr.		
County-City	JUL 18 1975	
Federal Aid		
Inventory-Needs		
Mileage Control		
Prog. & Schedule		

Remarks:


0.33 Ac±
46259
5
30'
30'
34+98.2
R. & B. Frisbie
354-379
Tanks
PARK AVE-PACIFIC HWY
GREEN SPRINGS HWY
JACKSON COUNTY
Map No. 9B-8-22
Stations 34 to 46
0.68 Ac± Lt.
+50
0.33 Ac± Lt.
① 0.06 Ac±
0.50 Ac±
46260
80'
Fd. Sect. Cor. I.P.
N. 196,778.27
E. 1,409,793.56
10
11
15
14
S 88° 24' E
43'
30'
60°
0.63 Ac±
46257
Conc.
145'
0.54 Ac±
46261
145'
House Trailer
T. & A. Murphy
69-09748
Fd. ¾" I.P.
0.32 Ac± Lt.
J. & B. Oskar
68-01962
+50
FAITH AVE.
Curb & Gutter
Curb & Gutter

PACIFIC

IC HWY
HWY
HWY
8-22
34 to 46

0.66 Ac± Lt.

+70

+00

+30

15'

15'

0.58 Ac±
46260

110'

70'

R.R.1075

70'

40

S 88° 24' E

Jackson County
128-480

Jackson Co
116-475

0.54 Ac±
46261

145'

House Trailer

Fd Cor

0.32 Ac± Rt.

68-01963

Fd Iron Pipe

+50

0.35 Ac±
46262

165'

4.2 Ac± Rt.

S. & F. Antonucci
532-26

+50

0.06 Ac±
46263

House Trailer

Conc. Slab

20'

0.05 Ac± Rt.

R & M. Fraser
70-07883

F & M. Romey
340-94

CLAY ST.

18 Ac.± Lt.

0.02 Ac.±
46402

125'

125'

Stone Patio

2.22 Ac.±
45352

Tank

Pump Ho.

40

70'

Jackson Co.
116-475

70'

105'

105'

Jackson County
128-479

46265

165'

0.06 Ac.±
46263

Fd. Iron Pin

0.03 Ac.±
46264

House Trailer

Conc. Slab

10'±

0.4 Ac.± Rt.

RAILROAD

RR 105

+90

Temp. Ease. - Detour & Slopes

45'

45'

G.R. & J. Jensen
421-344

2.22 Ac.±
45352

Pump Ho.

E. & A. F
66-07

190'

0.22 Ac
4626

45'

Jackson County
128-479

95'

105'

46265

65'

10'

+40

Curb

Temp. Ease. Detour & Slopes

45'

45'

+40

Conc. Walk

USFS
Ashland Ranger District

165'

100'

Temporary

+90

ROAD

FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 18, 1975

In reply refer to: 1941DB.T

SUBJECT: Oregon Project F-166(3)
Park Street-Pacific Highway Section
Contract Time Extension, Contract 7799

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur in granting 62 days of additional time based on the reasons set forth in Mr. Coulter's July 2 request. A 62-day extension still leaves 50 and one-half days of liquidated damages in effect. The present indication is that the contractor will absorb that if a satisfactory adjustment on the railroad protective can be negotiated.

for G. L. Green

RECEIVED
JUL 22 1975
Office of
Assistant State Highway Engineer

7-22-75
by [illegible]
TAA

RECEIVED
STATE HWY ENGR
JUL 21 '75
REFER TO
FOR
Info | Invest. | R/D | D/R | Sign | Act | File

OREGON STATE
HIGHWAY DIVISION

DATE July 2, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY H. S. COULTER

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Contract Time Extension, Contract 7799
Park Street-Pacific Highway Section
Oregon Project F-166(3)

Your April 4 letter concurred in the 57-day time extension which we requested. This left 112½ days of liquidated damages still in effect, and we recently met with representatives of the contractor to review and share information about the remaining issues. Many of the reasons for extension involved quantity overruns or unanticipated work which was performed simultaneously with regular contract work. In our review with the contractor, it became apparent that it would be proper to compromise on the time effect of several of the reasons. Tentative compromise agreement was reached on additional time extension as follows:

Subexcavation of detour. This is for work early in the project in September 1972. No separate payment was made for the excavation, but it is related to the overrun in the embankment-in-place quantity. A one-day extension is recommended.

Riprap overrun and topsoil. (Three days were approved previously on this item.) The plan quantity of 120 cubic yards was in error. The actual quantity placed was 1,690 which is a significant overrun on what was also a low production item. The contractor also contends there is some ambiguity in the plan as to the limits of the riprap work. Our first analysis on this item was on a prorated time-money basis along with several other concurrent items. We now believe the low rate of production on the order of 100 cubic yards per day or less justifies additional time extension. The time involved was considered along with the effect of Price Agreement 5, which made topsoil a separate and sequential item to be finished separately from the embankment. An additional 10 days recommended.

City utility line delays. This refers primarily to shallow sewer lines in the grading area. The contractor originally requested a 47½-day extension for this reason. This involves time in the spring of 1974 when the project was already on liquidated damages time. Some sewer line was ultimately replaced by the City. The State's position was that any damage to utilities shown on the plans was the obligation of the contractor. It developed that some of the lines were quite old and the decision was made to replace them. Some time elapsed while arriving at these decisions, however. Five days were approved earlier for installation of a perforated pipe in one of the troublesome leaking utility line areas. We now believe additional time extension is justified for the schedule disruptions and curtailed operations in areas where lines were replaced. 14 days recommended.

Telephone utility delay. This relates to a second relocation of telephone cable made necessary by conflict with drainage work. The contractor originally requested seven days, none of which was recommended to you earlier. We now believe a two-day extension is justified.

Labor strike impact - 1973. Our earlier request covered strike impact related to the lengthy strike in 1973 by 701 Operating Engineers. The Operating Engineers went back to work August 6, but then the Laborers went on strike August 16. The contractor contends that these intermittent stoppages, along with the high volume of construction activity at the Lost Creek Dam within this job area, hindered progress in what was prime construction time. We recommend an additional 10 days for impact of the Laborers strike. This is for approximately one week. Curtailed production in August 1973 and with a seasonal impact factor as was recognized on the Operators strike time making a total of 10 days. Ten days recommended.

Cement Masons strike - 1974. This strike occurred in June 1974 when the contractor still had curb and other concrete work (other than structures) to accomplish. Work that could have been done in conjunction with other grading activity had to be delayed. Two days of additional time is recommended for impact of the Cement Masons strike.

Extra Work Orders 11, 12 and 13, late miscellaneous driveway and drainage corrections. The three days approved earlier on this work were arrived at on a prorated time-money basis. These were late items done on liquidated damage time, and we believe additional time is justified. Seven additional days recommended.

Embankment overrun. This is a new item which was not in the contractor's original request. Final data on quantities was not available when it was prepared. In fact, there was a significant overrun of the embankment-in-place item, over 16,000 yards above the plan net quantity. In addition to this discrepancy, Price Agreement 5 added 3,742 cubic yards of topsoil (which replaced topsoil not available in the plan grading areas) to the embankments. There is basis to relate the time effect to the net quantity in accordance with section 104.02 of the 1970 Standard Specifications. Based on average production rates of 1,000 cubic yards per day and allowing for weekends, we recommend a 16-day extension for this reason.

The above items total 62 days of additional time extension which we recommend. Your concurrence is requested.

The items of time extension that are related to railroad activity will also be used to derive an adjustment in the railroad protective costs in favor of the contractor. The 62 days of additional time now recommended would still leave 50½ days of liquidated damages in effect. The present indication is that the contractor will absorb that if a satisfactory adjustment on the railroad protective can be negotiated.

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
Robert Church
Alfred Shirley, Jr.

7799

R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7799

Salem, Oregon
July 23, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Park St.-Pacific Hwy. Section
Contract No. 7799
F.A. Project No. F-166(3)

TO: J. X. Wilson
Regional Construction Engineer

FHWA has concurred in the additional 62 days time extension, so we are now in a position to make a firm offer to the contractor to settle all claims. This should be in the form of a price agreement which increases the State's share of railroad protective costs, commits this additional 62 days extension and includes a statement to the effect that all claims are thereby settled.

The contractor has contacted this office recently and indicated he was anxious to reach a settlement, so I urge you to try and move this on to a completion.

JAB:fr

Att.

cc: H. S. Coulter (w/att.)
Bob Church "

NOTED
H.S. COULTER

RECEIVED
JUL 24 1975
Office of
Assistant State Highway Engineer

7799

June 25, 1975

General Insurance Company of America
Portland Service Office
1500 SW 1st
Portland, OR 97201

Gentlemen:

A post-final payment for $166.04 will be made to Ross Bros. Construction, Inc., on Contract No. 7799 for work on the Park Street-Pacific Highway Section of the Green Springs Highway in Jackson County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,355,891.71 including the post-final payment. Of the total $14,549.92 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

cc Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

bc C. T. Keasey
Walt Hart
V. E. Skoog, Att. Dick Hacek
A. Shirley

fkn/hb

STATE COPY

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
-16-109		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
		Jackson
MODIFICATION NUMBER		PROJECT NUMBER
2		F-166(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 22, 19 72, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,518,442	$ 1,611,965
Federal Funds	$ 965,123	$ 1,024,500
Other revisions		

This modification is made for the following reasons:

to include additional approved items and increase construction engineering to 15%.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 12th day of June, 19 75.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E A Piercy
Assistant State Highway Engineer
(Title)

By Glen W. Gray (Division Engineer)
for: G. L. Green

By _____
(Title)

By _____
(Title)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

7799 C C R

~~PRO G-2~~

June 5, 1975

ROBERT W. STRAUB

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Project No. F-166(3)
Park St.-Pacific Hwy. (Ashland) Sec.

We are forwarding three copies of a revised project agreement estimate and four copies of a modification of project agreement for the subject project. Three copies of the modification of project agreement have been signed by a highway official.

Attach.

CL:pr

Oregon State Highway Division
Salem, Oregon, June 5, 1975

Federal-Aid
Project No. F-166(3)

PARK ST.-PACIFIC HIGHWAY (ASHLAND) SECTION

GREEN SPRINGS HWY. IN JACKSON COUNTY

Revised Project Agreement Estimate.
Type Code 6203
Roadway (Sta. 29+20 to Sta. 66+25)

Subtotal on previous estimate of March 31, 1975			$825,235.00
Additional Approved Items			
P.A. 5 Supply & Place Topsoil	3,742 cu.yds.	3.25	12,161.50
P.A. 6 Construct Extruded Curb	155 cu.yds.	59.00	9,145.00
			$ 21,306.50
	Subtotal		$846,541.50
	15% Engineering		126,980.50
	Total		$973,522.00

Type Code X121
Bridge No. 406A (Sta. 38+65.73 to Sta. 41+81.31)

Subtotal on previous estimate of August 15, 1972		$555,168.00
	15% Engineering	83,275.00
	Total	$638,443.00

Length of Roadway - - - - - 0.642 mile
Length of Structure - - - - 0.060 mile
Total 0.702 mile

Cost of Roadway Per Mile- - $1,516,389.41

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 973,522.00	$ 618,750.00	$354,772.00
Structure	638,443.00	405,750.00	232,693.00
Total	$1,611,965.00	$1,024,500.00	$587,465.00

Work by Southern Pacific Transportation Co.	All Required	$25,735.00
City of Ashland Utility Adjustments	All Required	24,000.00
		*$49,735.00

*Note adjustment of utility and railroad facilities are programed and are to be collected under Project No. F-166(2).

Group 1 - 93% Group 8 - 7%

Contract No. 7799

Prefix: 15-1055

7799

494

e

DEPARTMENT OF TRANSPORTATION

FILED
MAY 28 1975
CLAY MYERS
SECRETARY OF STATE

RECEIVED
MAY 28 9 09 AM '75
CLAY MYERS
SECRETARY OF STATE

HIGHWAY BUILDING • • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

May 27, 1975

City of Ashland
City Hall
Ashland, OR 97520

Attention: Ed Fallon
Water Quality Superintendent

NOTED ON CARD
6/2/75

Gentlemen:

This is to acknowledge receipt of your letter of May 8, addressed to Bill Maude of Medford, with attached invoices stating that Ross Brothers Construction Company owes you for repair of broken water services and replacement of valve and meter boxes in the amount of $995.57.

This appears to be in reference to the Ross Bros. Constr., Inc., Contract No. 7799 for work on the Park St.-Pacific Hwy. (Ashland) Section Project in Jackson County.

The General Insurance Company of America furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

This contract was completed on October 4, 1974, and was accepted by the State on May 5, 1975.

Please advise this office when your claim has been satisfied.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

RECEIVED
MAY 29 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:fkn
cc General Insurance Co. of America
Ross Bros. Constr., Inc.
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.
C. T. Keasey
Bill Maude

NOTED
C. W. HEAD

Routing 2 1 - - 1 - D

Keasey 1 | Scofield 5
Bond 2 | Glenn
Jackmond 3 | Berg
Harwood
Johnsen
Walker

RECEIVED
APR 30 1975
CONSTRUCTION SECTION

Salem, OR
April 30, 1975

Claim - Park St. - Pacific Hwy.
Contract 7799

John T. Scofield
Construction Office Engineer

Cecil Head
Commission & Staff Services

Attached is a letter from the City of Ashland claiming money is due them from Ross Bros. Construction Co. on the Park St. - Pacific Highway Project, Contract 7799 in Jackson County.

If it is not too late, please process this claim to the bonding company and Secretary of State.

JTS:mk

Attach.

cc: J. X. Wilson
William Maude

5-19-75
Better (more clear) invoice copies attached along with new transmittal letter from City of Ashland.

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

CITY HALL
503-482-3211

City of Ashland
ASHLAND, OREGON
97520

Treasury
Bond
Jackmond
Harwood
Johnsen
Walker
MAY 19 1975
CONSTRUCTION SECTION
Com
Berg

May 8, 1975

Bill Maude
Oregon State Highway Division
P. O. Box 368
Medford, OR 97501

Re: Project No. 7799
Park St.-Pacific Highway
(Ashland) Section
Greensprings Highway
Jackson County

Dear Bill:

Please find enclosed with this letter, copies of invoices we sent to Ross Brothers Construction Company for damages sustained to us while they were working on the widening of Highway 66 in Ashland.

The invoices are for repair of broken water services, and replacement of broken valve and meter boxes. We feel our billing is quite fair because the total amount ($995.57) shown reflects only a portion of the actual damage. I ask your assistance, if possible, in getting Ross Brothers to pay for the damages being invoiced.

Cordially,

Ed Fallon
Water Quality Superintendent

EF/em

Enclosures

Oregon State Highway Division Res. Engineer
REC'D Medford
MAY
Res. A Res A Res. Office

City of Ashland

FINANCE DEPARTMENT
ASHLAND, OREGON 97520

INVOICE NUMBER 1383

Foss Bros. Construction Co.
3501 Brooklake Road N.E.
Salem, Or. 97303

DATE December 13, 1974

YOUR NO.

REVENUE CODE 10-2221

Replacement of broken valve and water boxes on Highway 66 & I-5
(May, June, July)

Labor	$ 93.12	
Equipment	39.27	
Materials	213.60	
		$ 345.99

Repair broken water service to Ross Johnston Tire Sales,
1896 Highway 66. (Shutdown & flush main, 5-29-74)

Labor	$ 40.91	
Equipment	5.69	
Materials	10.71	
		56.91

TOTAL 402.90

City of Ashland

INVOICE NUMBER 1400

FINANCE DEPARTMENT
ASHLAND, OREGON 97520

Ross Bros. Construction Co.
3501 Brooklake Road N.E.
Salem, Or. 97303

DATE December 13, 1974

YOUR NO.

REVENUE CODE 10-2731

Repair broken water service, first house N. side of Highway 66,
E. of Tolman Creek Road (Shutdown & flush main 6-19-74)

Labor	$ 49.92	
Equipment	6.43	
Materials	9.90	
		$ 66.25

Repair broken water service & replace 1½" water meter to
Les Schwab Tire Service, Highway 66 7-14-74

Labor	$ 83.56	
Equipment	13.22	
Materials	167.58	
		~~$264.36~~
TOTAL		$330.61 ✓

City of Ashland

INVOICE NUMBER 130

FINANCE DEPARTMENT
ASHLAND, OREGON 97520

Ross Bros. Construction Co.
3501 Brooklake Road N.E.
Salem, Or. 97303

DATE December 13, 1974

YOUR NO.

REVENUE CODE 10-2731

Repair broken service to Union 76 Service Station, Highway 66 & I-5. (Shutdown & flush main, 6-18-74)

Labor	$ 41.76	
Equipment	3.86	
Materials	8.58	
		$ 54.20

Repair broken waterservice across from Union 76 Station toward Arco Station, Highway 66 & I-5
(Shutdown & flush main, 6-20-74)

Labor	$120.74	
Equipment	25.80	
Materials	61.32	
		$207.86
	TOTAL	$262.06

7799 R

May 19, 1975

General Insurance Company of America
Portland Service Office
1500 SW First
Portland, OR 97201

Gentlemen:

On May 12, 1975, we wrote to you concerning release of final payment on Contract No. 7799 awarded to Ross Bros. Construction, Inc., for grading, paving and structure on the Park Street-Pacific Highway of the Green Springs Highway in the City of Ashland in Jackson County.

Final payment on this contract is $23,050.03 and the total contract amount is $1,355,725.67 including $14,349.92 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm/bb

cc Ross Bros. Contruction Inc.
3501 Brooklake Road N.
Salem, OR 97303

bc C. T. Keasey
Walt Hart
V. E. Skoog, Attn: Dick Hacaky
A. Shirley

7799

Robert W. Straub
xxxxxxxxxx

May 13, 1975

Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

Gentlemen:

Park Street-Pacific Highway
Contract No. 7799

We have considered the contents of your April 23 letter. Your time extension request included some 16 reasons or segments of time, so a rather complex analysis is required in trying to determine the pertinent facts and then interpret their time effect. Our field and staff people spent considerable effort trying to do this and the 57-day extension already approved was the result.

I believe a Claim Board review would be much more efficient and productive if the remaining issues involved were first more clearly defined. It seems this can best be accomplished by further communication at other levels to share information and viewpoints. I wish to emphasize that the purpose of the Claim Review Board is just that -- to review issues that remain unresolved after thorough exchange of information by the people directly involved. Our people will make themselves available for a meeting with you for that purpose.

I am advised that an interest payment will be made to you on the final estimate now being processed. This will be based on the third notification date of January 15, 1975. Contrary to the statement in the last paragraph of your letter, there were contractor obligations remaining until that date. A copy of the Resident Engineer's October 14, 1974 letter to you in this regard is attached.

I suggest you contact Mr. Wilson or Mr. Shirley of our Roseburg office for a possible meeting. Specific issues remaining after such negotiation could then be presented to our Claim Review Board upon your request.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

Attachment

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr. (enc.)
William Maude

JAB:fr ja

RECEIVED
STATE HWY ENGR
APR 25 '75
REFER TO
Cutler
FOR
Info | Inves | R/D | D/R | Sign | Act | File
X

NOTED
L. E. JEWISS

Please set up Rev. Board date.

April 23, 1975

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Atten: F. B. Klaboe, Administrator
& State Highway Engineer

Re: Contract No. 7799
Park St-Pacific Hwy
Ashland.

Gentlemen:

We have received your letter of April 15, 1975, allowing a time extension of an additional 57 days on the above contract.

We do not believe that your decision is an adequate or sufficient recognition of the factors discussed at lenght in our letter of December 1, 1974 to Wm. Maude, Resident Engineer.

Accordingly, we request that our claim for remission of liquidated damages be submitted at the earliest possible date to the Division Claims Review Board for consideration.

Prior to any meeting of the Board, we would request that we be furnished with copies of any memoranda or other data or computations prepared by the Resident Office, the Region Office, or the Salem Office in response to our letter of December 1, 1974 or which were considered by you in your decision of April 15, 1975.

At the same time, we request prompt and immediate consideration of our claim in an undetermined amount for payment of retainage and interest on the above project.

On October 4, 1974, your representatives were notified that we considered the work complete. The day count was ended as of that day and we were not notified of any further work yet to be performed on the contract. Under the provisions of ORS 279.575(5), interest at the rate of one percent per month is due on the retainages from November 19, 1974 until paid. Despite the foregoing, we have not yet received a semi-final estimate.

Thank you for your prompt attention.

Very truly yours,

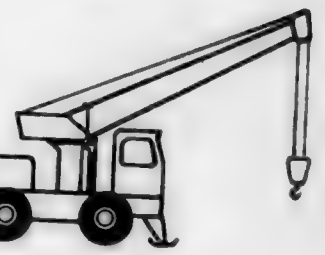
ROSS BROS CONSTRUCTION INC

R. K. Ross

R. K. Ross, President

RKR:lb
cc: Kobin & Meyer

ROSS BROS. CONSTRUCTION, INC.



GENERAL CONTRACTOR

3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
393-5885

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

OREGON STATE HIGHWAY DIVISION

P. O. Box 368 * Medford, Oregon * 97501 * Phone 779-7971

RECEIVED
OCT 15 1974
CONSTRUCTION SECTION

October 14, 1974

Ross Bros. Construction
3501 Brooklake Rd N.
Salem, Oregon 97303

Re: Park St - Pacific Highway
Contract 7799

Attention: G. Lundmark

Dear Gerry,

This is to confirm our telephone conversation of October 14, 1974. We have received confirmation of the 10:30 AM, October 18, 1974 appointment for final inspection of the above-named project.

During the week of October 7, 1974, the project was visited by both the Construction Engineer and the Regional Construction Engineer. Listed below are items which either caused comments or were not completed when your crew left the project:

1. Repair patches on precast barrier.

2. Remove mulch from precast barrier, sidewalk, signs, sign posts, and electric poles.

3. Shape ditch slopes and remove abandoned stop sign by Ashland Ranger District building.

4. Pickup Visqueen N.W. corner structure fill toe.

5. Finish Neil Creek Borrow area.

6. Drainage pipes at Tolman Creek Road and Station 47+90 Rt.

7. Letter from property owner on accepting waste area site as required.

Wm. H. Maude
Resident Engineer

cc: A. Shirley, Jr.
C. T. Keasey

E-123

STATE COPY

MONTHLY TRANSACTION NUMBER 4-62	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 4-8-75	COUNTY Jackson
MODIFICATION NUMBER 1		PROJECT NUMBER F-166(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 22, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,515,692	$ 1,518,442
Federal Funds	$ 963,373	$ 965,123
Other revisions		

This modification is made for the following reasons:

To include approved State force order for signing

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 8 day of April, 19 75.

Oregon State Highway Division
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)
for: C. L. Trees

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division

Federal Aid
Project No. F-166(3)

PARK ST.-PACIFIC HIGHWAY (ASHLAND) SECTION

GREEN SPRINGS HIGHWAY IN JACKSON COUNTY

Salem, Oregon March 31, 1975

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 29+20 to Sta. 66+25)

Sub-total on previous estimate of August 15, 1972		$822,735.00
Additional Approved Item		
SF06 Permanent Signing	All Required	2,500.00
	Sub-total	$825,235.00
	Engr. & Cont.	82,523.00
	TOTAL	$907,758.00

Type Code X121
Bridge No. 406A (Sta. 38+65.73 to Sta. 41+81.31)

Total same as previous estimate of August 15, 1972 $610,684.00

Length of Roadway	0.642 mile
Length of Structure	0.060 mile
TOTAL	0.702 mile

Cost of Roadway Per Mile - $1,413,953.28

SUMMARY OF FUNDS

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$ 907,758.00	$ 576,973.00	$330,785.00
Structure	610,684.00	388,150.00	222,534.00
TOTAL	$1,518,442.00	$ 965,123.00	$553,319.00
Work by Southern Pacific Transportation Co.		All Required	$ 25,735.00
City of Ashland Utility Adjustments		" "	24,000.00
			*$ 49,735.00

*Note adjustment of utility and railroad facilities are programed and are to be collected under Project No. F-166(2).

Grp. 1 - 93% Grp. 8 - 7%
Contract No. 7799
Prefix 15-1055

7799 K

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project F-166(3)
Park Street-Pacific Highway Section
Green Springs Highway, Contract 7799
Time extension request

DATE: April 4, 1975

In reply refer to: 1041DB.3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur in extending the specified completion date 57 days based on the reason set forth in Mr. Coulter's March 25, 1975 request. A 57-day extension leaves 112½ days of liquidated damages at $200 per day.

for G. L. Green
G. K. Hossner

RECEIVED
APR 10 1975
Office of
Assistant State Highway Engineer

4-15-75
cy to Shirley Church

RECEIVED
STATE HWY ENG
APR 14 '75
R.E. Coulter
FOR
Info | Instrs | R.C. | D.R. | Sign | Appl ✓

NOTED
H.S. COULTER

7799

File: CON 5

DATE March 25, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request, Contract 7799
Park Street-Pacific Highway Section
Green Springs Highway

The contractor for this project has requested an additional 170 calendar workdays based on 13 reasons. A copy of the contractor's request is attached.

The contract was awarded August 14, 1972, with 285 calendar workdays allotted for completion. The contractor's workday count commenced on August 25, 1972, creating an original completion objective of September 3, 1973. Holidays, labor disputes, and other exclusions of time extended the contract time to November 8, 1973 (the project was then 75 percent completed). Work was actually completed October 4, 1972, resulting in the assessment of 169½ days of liquidated damages, after allowing for "stop work" orders.

The contractor has submitted his justification for time in two parts: exclusions from contract time, Article 108.08(b), and adjustments of contract time, Article 108.09.

The contractor claims a total of 103 days should have been excluded from contract time as a result of an operating engineers strike, a cement masons strike, and his classification of the winter rains in November 1973 as an "Act of God." We believe only one day may have been improperly charged (a Sunday following the operators labor dispute).

Secondly, the contractor feels he is entitled to time increases totaling 262 days based on change orders, changes in plan quantities, utility conflicts, and loss of productivity due to labor strikes. Included as a portion of this request is a claim for the reimbursement of railroad protective costs for 87 days.

Quantity overruns and extra work as listed below justify a 16-day extension:

No.	Description	Days Extension
3	Riprap overrun	3
4	Remove excess fill (staking error) EWO 9 .	1
5	Vanderville property subgrade, EWO 10 . .	1
6	Regrade two driveways, EWO 11	2
7	Utility (sewer lines) perf. pipe corrective work	5
8	Connecting drains, EWO 12	1
12	Paving driveways at "66" Station and Jack's Center	3

No. 9 - Added Piling. This significant addition to the bid items called for 64 steel piling, all at the end bents. The Price Agreement added 43 more at Bent 2, so it is a basic plan change in the footing work. This was at an early stage of the project when structure work could proceed on into the winter. We would favor granting all the time related to Price Agreement 1, or 14½ days.

No. 13 - Seasonal Strike Impact. The seasonal impact of strike delays is difficult to analyze. It is judgmental as to the effect of 51 days lost and not counted (June 15 to August 5, 1973) and 13 days (June 10 to June 23, 1974) also not counted but with less effect on the project. The 1973 interruption in effect moved the contract time ahead from early September 1973 to early November 1973, or through two quite different and less productive months than were lost. We believe the seasonal impact should be recognized for the 1973 strike time of 51 days. Using a 50 percent loss factor would give 25½ days more as extension. In effect, this covers most of November 1973.

Our recommendation is that the contractor be granted a 57-day time extension and that he be granted adjustment for 18.5 days of railroad protective cost (see attached summary chart). The railroad cost adjustment will be handled separately. Our recommendations herein relate to the contract time extension only.

A 57-day extension leaves 112½ days of liquidated damages at $200 per day, or $22,500. Your concurrence is requested.

Att.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
Contract Payments (Room 407)
A. Shirley, Jr.

Park Street-Pacific Highway
Green Springs Highway
Contract No. 7799
Time Extension Request

ITEM	CONTRACTOR		RESIDENT		REGION		CONSTRUCTION		
Exclusions From Contract Time	Time	R/R	Time	R/R	Time	R/R	Time	R/R	
1. Operating Engr's Strike 6-11-73 thru 8-6-73	4	0	1	1	1	0	1	0	
2. Weather "Act of God"	26	0	0	0	26	0	0	0	
3. Mason's Strike 6-10-74 thru 8-22-74	73	0	0	0	0	0	0	0	
Adjustments of Time									
1. Sub - Exc. Stage I Detour	19	19	1	0	0	0	0	0	
2. Additional Rebar	3	3	3	3	0	1	0	1	
3. Class 50 Rip Rap	15	15	6 12 (Total for 3, 4, 5, 6, 8 & 12)		3	3	3	3	
4. Excess Fill Removal	1	0	(See No. 3)		1	0	1	0	
5. Subgrade - Vanderville	1	0	(See No. 3)		1	0	1	0	
6. Driveways	3	0	(See No. 3)		2	0	2	0	
7. Utility Problems Sewer Line	47½	0	5	0	5	0	5	0	
8. Drains	1	0	(See No. 3)		1	0	1	0	
9. Additional Piles	50	50	7½	14½	7½	7½	14½	14½	
10. Top Soil	15	0	3	0	0	0	0	0	

ITEM		CONTRACTOR		RESIDENT		REGION		CONSTRUCTION	
Adjustments of Time Cont'd.		Time	R/R	Time	R/R	Time	R/R	Time	R/R
11. Telephone		7	0	0	0	0	0	0	0
12. Paving "66" Station Approach @ Jack's Center		27	0	(See No. 3)		3	0	3	0
13. Loss of Productivity Strikes; Seasonal Impact		60	0	No Recom.	No Recom.	0	0	25½	0
Totals	A)	103	0	26½	30½ *	50½	11½	57	18½
	B)	249.5	87						

Contractor requests an increase of time from 285 to 455 days (170). The number of days liquidated damages assessed is 169½ at $200 per day = $27,600.

Railroad protective costs exceeded the $24,000 amount permitted in the special provisions by $6,214.59.

* Resident's final recommendation is for 30½ days extension of time and granting 18 days railroad protective costs.

RECD _____ Medford
DEC. 6 1974
2 3 4 5 6 7 8 9
Dist. A Res A Res. Office

ROSS BROS. CONSTRUCTION CO.
General Contractor
EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER
3501 BROOKLAKE RD. N.
SALEM, OREGON 97303

December 1,1974

Wm. H. Maude
Resident Engineer
P.O. Box 368
Medford, Oregon 97501

Park St.-Pacific Hwy. (Ashland)
Green Springs O'xing
Jackson County
Contract No. 7799

Dear Mr. Maude:

Thank you for meeting with me on November 12,1974, as a follow-up to the meeting with yourself, Mr. Wilson and representatives of our company on November 5,1974.

Attached is our formal request for an adjustment of contract time, on the appropriate form and with the consent of our surety.

The time count for the project began on August 25,1972. The contract provided for 285 calendar work days, resulting in an original completion date of September 3, 1973. As a result of exclusions during the course of the contract, the State originally established November 7,1973 as the 285th calendar work day. The time count was ended on October 4, 1974, resulting in retention by the State of liquidated damages for 169-1/2 days.

We feel that the time count on this project should be modified to reflect days properly excluded from the time count pursuant to Section 108.08 (b) of the Standard Specifications for Highway Construction. Further, we believe that the time for completion specified in the contract, 285 calendar work days, should be adjusted pursuant to the provisions of Section 108.09 of the Standard Specifications for Highway Construction.

EXCLUSIONS FROM CONTRACT TIME:

The OSHD time count included 103 days which should have been excluded pursuant to Section 108.08 (b) of the Standard Specifications.

1. Operating Engineers Strike

The project was shut down by a strike of Operating Engineers Local 701 from June 11,1973 until August 6,1973. For the most part, the State recognized this period as properly excluded from the contract time pursuant to the provisions of Section 108.08 (b) (b-1) (2) of the Standard Specifications. Despite this recognition, four days within this period were counted as calendar work days.

Time was charged for June 11, June 12, and June 13 of 1973, despite the fact that our job was shut down because of the strike. We assume that the thinking on the part of the State was that activity was being conducted. Nonetheless, no productive work was accomplished, and the only work that was done on the job was for the purpose of "buttoning up" the project during the strike.

Time was also charged for August 5, 1973, which was the Sunday prior to the resumption of work by 701 members. In our mind, a strike is over when the strikers go back to work. No employer had any assurance that the strike was over until the 701 members did go back to work on August 6,1973. We believe that you concur that this day is properly excluded from the time count.

2. Abnormally Intense Rains--November, 1973--:

At our meeting, you indicated your concurrence that the unusual and disastarous rains in November of 1973 constituted an "Act of God" within the

meaning of Section 101.[illegible] and 101.08 (b) (b-1) (1) of the Standard Specifications. Most of Jackson and Josephine counties were declared disaster areas, and we need not reiterate the extensive tragic loss and damage caused by these unusual rains. The highly abnormal and unusual nature of the rains is borne out by weather bureau records. As a result, we believe that the 26 days counted from November 5,1973 through November 30,1973, are properly excluded from the contract time count.

3. Cement Mason Strike:

The cement masons were on strike from June 10,1974 until August 22,1974. Despite this, time was counted continually through the strike, and we believe that these 73 days are properly excluded from the contract time count pursuant to the provisions of Section 108.08 (b) (b-1) (2) of the Standard Specifications. We recognize that, if this exclusion is allowed, some of the adjustments hereinafter requested for work performed during this period of time, become moot.

At the time of the strike, you will recall that the Stage I work was essentially completed, and that we were ready to begin the Stage II work. Specifically, we were ready to begin pouring curbs, which work was necessarily performed prior to the asphalt paving and other major items of work on the Stage II part of the contract. The cement mason strike prevented the pouring of curbs, a critical item of work, until August 22,1974.

Reference to our revised project schedule, submitted to you on April 15,1974, reflects that we planned to complete the entire project by July 1,1974. Our work was actually ahead of this schedule at the time of the strike on June 10,1974. After that date, the work that we performed during the summer was work that, according to our job schedule, would have been performed at the same time as the curbing, paving and other work delayed by the strike. As a result, we were able to accomplish none of the critical curbing and paving work during the 73 days in question. We believe that it is the intent of the Standard Specifications that these days be excluded from the contract time count.

ADJUSTMENTS OF CONTRACT TIME:

The contract time should be increased by 262 calendar work days, pursuant to Section 108.09 of the Standard Specifications for Highway Construction.

At our meeting on November 12,1974, we discussed a number of items included within our request for an adjustment of contract time. You indicated your concurrence on an adjustment, by increase of 90-1/2 calendar days, for the following items:

1. Subexcavation for the Detour for Stage I Construction

In constructing the detour for stage I construction for the new railroad overcrossing, we encountered soft materials unsuitable for use in the detour. We had to subexcavate these areas and stabilize with rock, before continuing with the detour.

Grading of the detour started in earnest on September 28,1972, after a 7-day waiting period while the Oregon State Highway Division made the decision for us to subexcavate. The detour was ready for blue tops on October 16,1972.

Since the subexcavation delayed the construction of the detour, it also delayed removal of the old bridge and thereby the project. Therefore, we are requesting an extension of time of 19 days due to this subexcavation work.

We are also requesting relief from railroad protective charges incurred during this 19-day period.

2. Ordering, Furnishing and Installing Additional Reinforcing Steel in Cap Beam at Bent No. 3.

This delay was due to a request by Keith Martin and Dave Lee of the Oregon State Highway Division to add additional reinforcing steel to the cap at Bent No. 3 and extend other bars to longer lengths. We had the cap at Bent No. 3 ready to

pour on Thursday; however, when Dave Lee inspected the reinforcing steel, he felt that several areas looked naked, although the cap had the required reinforcing steel as per the plans. Dave Lee had us delay the pouring of Bent No. 3 cap and required us to obtain and place additional reinforcing steel. Price Agreement No. 2 was written to cover the cost of this additional reinforcing steel. Due to furnishing and placing of reinforcing steel, our pour had to be postponed through the weekend, resulting in a delay to the project of three days. Therefore, we are requesting three days extension of time for this furnishing and placing of additional reinforcing steel as covered by Price Agreement No. 2.

We are also requesting compensation for three days railroad expenses incurred due to this additional reinforcing steel. Since this additional reinforcing steel was placed in the cap and this work was in the limits of the project requiring a railroad inspector, we feel that we should not be charged for railroad costs incurred due to work beyond the contractor's control and which could not have been anticipated at the time of bidding the subject project.

3. Increase in the Quantity of Class 50 Riprap on the Project:

The original contract called for only 120 cubic yards of riprap. Price Agreement No. 3 was written to increase the amount of class 50 riprap to 1200 cubic yards. This additional furnishing and placing of riprap took additional time to process, haul and place. It also required placing in stages due to the stage construction sequence required on this project. The placing of class 50 riprap started on March 12,1973, and continued on various dates after removal of the detour and Stage I construction. To date, the amount of riprap placed is greater than 1200 cubic yards. The majority of this riprap was placed on the fill slopes at Bent Nos. 2 and 3, within the limits of the railroad.

Since the riprap quantities increased so much, from 120 cubic yards to approximately 1600 cubic yards, and since the riprap had to be placed in stages, we feel that we should be allowed an extension of time of 15 days to perform this work.

We also feel that we should be allowed 15 days railroad charges due to the increased quantities, since this riprap work required the presence of a railroad inspector, as it was within the limits of the railroad tracks.

4. Removing Excess Fill Sta. 41+60 to 42+20:

This was material which had to be removed due to a staking error by the Oregon State Highway Division. This removal work was covered by Extra Work Order No. 9. This work of removing the fill was performed on September 26,1973. For this delay, caused in removing the excess fill, we are requesting an extension of time of one day.

5. Subgrade Work on Vandervalle Property:

This work was performed as extra work under Extra Work Order No. 10 on August 15,1974 as part of right of way negotiations and an agreement between the property owner and the Oregon State Highway Division. For this delay in finishing the contract, and since this was requested after the contract time had expired, we are requesting an extension of time of one day for this subgrade work.

6. Remove and Regrade Driveways Sta. 62+60 Lt. and 65+90 Lt.

This work was covered by Extra Work Order No. 11. This work was done in stages in order to maintain traffic to the businesses. The work of constructing the driveways was done on June 5,6 and 13 of 1974, after the contract time had expired. Therefore, due to delays incurred in the removal and reconstruction of these driveways, we are requesting an extension of time of three days.

7. Utility Problems with Sewer Lines throughout the Project:

During the course of construction on this project, numerous problems were

encountered due to utilities at various locations throughout the project. Sewer and water lines which were supposed to be 30" minimum below subgrade elevation, were at or above subgrade, even after some of the utilities had been relocated.

These sewer and water lines caused numerous delays every time a line was broken; the subgrade would become soaked and have to be dried out by aeration.

The biggest problem involving utilities and the only one for which we seek additional time, occurred on May 7,1974, when we were asked to uncover sewer lines from approximately sta. 29+90 to 32+00. 210

We complied with this request and uncovered the sewer line (which was not shown on the plans). It was determined that Ross Bros. Construction Inc.'s operations had not damaged the lines, but that the problems of the wet subgrade were due to the deteriorated condition and old age of the sewer pipe. At this time we had little other grading work left on the project.

Numerous letters were written between the Resident Engineer and Ross Bros. Construction Inc., regarding this wet condition and sewer line and delays resulting therefrom.

The Oregon State Highway Division had its utility engineer at the project for consulting; however, no decisions were reached.

During the week of July 13,1974, the City of Ashland replaced the pipe we had installed as instructed by the engineer, with cast-iron pipe, from approximately sta. 29+90 to sta. 32+00, thereby admitting to responsibility for these problems. Therefore, since we were unable to work in the area from sta. 29+90 to sta. 32+00 from May 7,1974 until July 15,1974 due to the sewer line problems, we feel that we should be allowed an extension of time.

We realize that we were only charged 47-1/2 days during the period of May 7,1974 to July 15,1974, and therefore we are requesting 47-1/2 days extension of time due to water and sewer problems which were beyond our control.

8. Furnishing Material and Connecting Existing Drains to Project Drainage:

This work was covered by Extra Work Order No. 12, issued after the contract time had elapsed. It involved several existing drains not shown on the plans, which the engineer wanted connected to project drainage. This work was performed on August 14,1974. Therefore, we are requesting an extension of time of one day due to this extra work covered by Extra Work Order No. 12.

In addition to the foregoing, we believe that you concur that some adjustment of contract time is necessary for the following reasons:

9. Ordering, Furnishing and Driving 43 Additional HP 10x42 Steel Piling in Bent No. 2 Footings, and Shoring and Cribbing of these Footings:

On October 24,1972, we began excavating the outside footings of Bent No. 2. We excavated this footing to approximately two feet below planned elevation without finding suitable material on which to construct the footings. We were told to stop excavating while the State performed some exploratory tests using augers and driving steel rods in the footings to see if piling would be required.

On November 10,1972, we were told to order 43 additional HP 10x42 steel piling with an order length of 45 LF for driving in Bent No. 2 footings, per letter from Keith Martin, Resident Bridge Engineer.

On November 22,1972, we began driving these piling. We finished driving of Piling on December 9,1972, and finished cutting off piling and shoring on December 12, 1972.

During this period from October 24,1972 through December 12,1972, we incurred 50 days' delays because of this piling work and waiting period. These delays in turn delayed our forming, pouring of concrete, setting of girders, and the switching of traffic from Stage I to Stage II. Therefore, we are requesting 50 days extension of time for this additional pile driving work.

Also, during this period from October 24, 1972 through December 12, 1972, there were railroad expenses charged to the project. Since all of the work involving this piling, excavation and driving was in the limits requiring a railroad inspector, we feel we should not be held liable for railroad expenses incurred from October 24, 1972 through December 12, 1972. These expenses could not be anticipated at the time of bidding the project, and were a direct result of the delays due to this additional pile driving and the waiting period for the decision regarding piling.

10. Furnishing and Placing of Topsoil throughout the Project and Finishing Slopes:

There was no bid item for topsoil on this project. This topsoil was incorporated into the contract by Price Agreement No. 5. This topsoil was placed after the embankment was in placed and finished, thus causing the slopes to have to be finished again after placing the topsoil.

The furnishing of topsoil occurred on the following dates, as evidenced by load ticket receipts:

July 10, 11, 12, 26, 29, of 1974
September 4, 9, 10, 12, 13, 16, 19 and 20th of 1974

It took approximately 6 days to dress slopes and haul the topsoil by using a small loader to push topsoil up the slopes, Had there been a bid item for topsoil, and had it been apparent at the time of bidding the project, we would have brought the topsoil up as we placed embankment.

We are requesting 15 days extension of time as the amount of time, on a full production basis, reasonably attributable to this extra work.

11. Utility Problems with the Telephone Company:

On May 15, 1974, while excavating for a catch basin at approximately sta. 29+50 eastbound, we encountered a telephone cable in the location of the catch basin. This telephone cable was previously relocated. We were instructed to excavate around the cable; however, we were later stopped until the telephone company could be brought in to take care of the cable. We also encountered telephone poles and guys in driveway locations, which needed correcting before we could proceed with construction.

Therefore, due to delays by the telephone company beyond our control, we are requesting 7 days extension of time.

12. Delays in Paving at the "66" Station and Jack's Center:

On September 3, 1974, we were ready to prepare several driveways for paving; however, the property owners and the Oregon State Highway Division could not agree on terms.

At the "66" station for instance, we had to excavate and fill the driveways with gravel twice. No decision regarding this driveway was made until September 30, 1974, at which time we were told to fill the driveways with gravel and let it go.

Work at Jack's Center started on September 10, 1974, and was completed on September 19,1974. This work included installing an additional catch basin inlet and connecting pipe.

All of the work with the driveways, at both Jack's Center and the "66" station, was after the contract time had expired. We are requesting an extension of time of 27 days due to delays at Jack's Center and the "66" station for the period from September 3, 1974 to September 30,1974.

13. Loss of Production Efficiency Due to Labor Strikes:

On June 11, 1973, Operating Engineers Local 701 went on strike, until August 6, 1973. On August 16,1973, the Laborers Union went on strike until August 21,1973. These two strikes, nearly back to back, severly decreased our production efficiency during the periods between and after the strikes, and also required us to exchange calendar work days during the prime summer work season for calendar work days during

the winter. These effects, which were not within the province of the contractor's control or responsibility, are the basis for our request for an adjustment of 72 calendar work days.

We resumed work after the 701 strike on August 6,1973. Much of our work effort in the following days was spent in regaining job familiarity and in retraining our work force in order to accomplish the levels of productivity which we had accomplished prior to the strike. Ten days later, the Laborers Union went out on strike. During the ten days between the two strikes, we honestly feel that we accomplished about three days worth of work. Accordingly, we believe we are contractually entitled to a 7-day adjustment in the contract time for the disruptions and inefficiencies caused by the 701 strike, utterly beyond our control.

We went back to work after the Laborers' strike on August 21,1973, a Tuesday. Much of the "learning" accomplished during the ten days between the strike, had been lost. During the remainder of the week, and until Monday, August 27,1973, it is doubtful that we accomplished one days production at pre-strike levels. In that six calender work days were charged during this period immediately following the Laborers' strike, we request five additional calendar work days for this period.

Finally, and perhaps the most importantly, these two strikes deprived us of virtually the entire prime summer construction season in 1973. During the period from June 11, to August 27, 1973, a total of 86 calendar days, 82 days have been excluded or should be excluded from the contract time count. The necessary effect is that these 82 days were added to the time for completion in the fall of 1973 and the spring of 1974. Instead of having 82 prime summer days for performing the contract work, we had 82 days with shorter daylight hours, colder temperatures, vastly increased percipitation and other adverse conditions. It goes without saying that our productivity was drastically curtailed as a result. We acknowledge that these conditions were less adverse in September 1973, and we would therefore agree to an "even exchange" of the first 22 days out of the 82 days in discussion. We do request that the contract time be adjusted to reflect the loss of productivity and efficiency, totally beyond our control and responsibility, which resulted from losing 60 prime summer days and gaining 60 late fall and early spring days. We doubt that our productivity during the late fall and early spring amounted to 50% of a full summer day's work. Nonetheless, we would request, by way of compromise, an increase of 60 calendar work days pursuant to Section 1.09 of the Standard Specifications for Highway Construction.

In that liquidated damages have been retained from payments due us under the contract for over a year, we would like the earliest possible action on our request for exclusions and adjustments.

Very truly yours
Ross Bros. Construction Inc.

Terry Guisinger

Terry Guisinger
Engineer

#7799

January 20, 1975

Robert W. Straub
XXXXXXXXXX

936-5

Mr. W. H. Hampton, III
Hampton & Lombard
Law Offices
P. O. Box 459
Ashland, OR 97520

Dear Sir:

Oak Knoll Corporation
Highway 66 and I-5 Intersection
Damage Claim

Your January 8 letter concerning the loss of business of the Oak Tree Restaurant and Lounge during the widening of Highway 66 has been referred to our insurance carrier, Chubb/Pacific Indemnity Group, Lloyd Building, 700 N. E. Multnomah, Portland, Oregon 97232.

I would suggest that all future correspondence related to this matter be made directly with them.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
R. L. Schroeder
H. S. Coulter
C. T. Keasey (enc.)
Jack Sollis
A. Shirley

JLS:clh ja

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

January 17, 1975

Mr. Alfred Shirley
Regional Engineer
1523 S.E. Cobb Street
Roseburg, OR 97470

RE: Oak Knoll Corporation
Highway 66 and I-5 Intersection
Damage Claim

Dear Mr. Shirley

Attached please find a damage claim letter from Mr. W. H. Hampton relating to the Oak Knoll Corporation and also a copy of my letter to him dated December 6, 1973.

I would appreciate it if you would have this matter reinvestigated and furnish me with the necessary diagrams and/or other information relating to the sequence of events in addition to the information you already furnished me back in December of 1973.

It appears that they are going to make a capital case out of this and we will need to know the responsibility the contractor had in blocking off this access and whether or not we approved of the method in which he provided temporary access to the Lounge during construction. This will be a close question on whether the insurance carrier will defend the case or whether he will turn it over to the contractor for defense and a very detailed report will be necessary. If you have any questions regarding what information I need and what diagrams I need and any pictures if you have any, please don't hesitate to contact me.

Sincerely yours

ORIGINAL SIGNED BY
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General

JLS:clh
attachment
cc: A. E. Johnson ✓
H. S. Coulter
Chubb/Pacific Indemnity Group

LAW OFFICES
HAMPTON & LOMBARD
153 OAK STREET
P.O. BOX 459
ASHLAND, OREGON 97520

W. H. HAMPTON, III
BEN LOMBARD, JR.

TELEPHONE 482-8491
AREA CODE 503

January 8, 1975

Highway Department
State of Oregon
Salem, Oregon

Re: Oak Knoll Corporation
Highway 66 and I-5 Intersection

Gentlemen:

Our office represents Oak Knoll Corporation, which was formerly doing business as "Oak Tree Restaurant and Lounge" at 2359 Highway 66, Ashland, Oregon. Your office has previously received correspondence from the undersigned on this matter dated 11/15/73. Mr. Jack L. Sollis, Assistant Attorney General, responded by his letter dated 12/6/73.

Between October, 1973, and July, 1974, the State Highway Department, with Ross Brothers Construction, Inc. as the general contractor, materially and substantially cut off access to the Oak Tree Restaurant and Lounge, in order to carry out a project to widen Highway 66. The substitute access provided was inadequate and hazardous to person and property. Several demands were made by our client to improve this access, but to no avail.

As a result of this intentional and unlawful interference with our client's business, our client suffered damages amounting to $40,000.00.

Pursuant to ORS 30.275, demand is hereby made upon the State of Oregon in the amount of $40,000.00, as compensation for our client's losses.

Very truly yours,

W. H. Hampton, III

jmd

NOTED
A.L. SCHNEIDER

RECEIVED
STATE HWY ENG.
JAN 13'75
REFER TO
Walt Barrie
FOR
Info | Invest | R/D | O/R | | T

cc: Schneider for
& Shirley or Pg 3.

December 6, 1973

Mr. W. H. Hampton, III
P. O. Box 459
Ashland, Oregon 97520

Re: Oak Tree Restaurant
2359 Highway 66 & I-5

Dear Sir

In reply to your letter of November 15, 1973, please be advised that we have had the matter investigated in the field and I have the following to offer.

The Highway Division is sorry for any inconvenience that may have been caused your client as a result of the construction activities on the Green Springs Highway directly in front of your client's restaurant. As requested in your letter, I will try to outline to you what has occurred up to the date of this letter.

On October 16, the new roadbed was excavated in front of the west restaurant access. A crushed rock ramp was constructed across this area. On October 25, the easterly access was handled in the same manner. On November 2, a Mr. J. Reed, manager of the restaurant, contacted the Highway Division Resident Engineer on the project and stated that daytime access was "not bad", but that nighttime access was impossible.

The Resident Engineer and the contractor's Project Superintendent went to the project that evening at 8:30 p.m. They observed traffic entering and leaving the restaurant, motel and service station for 45 minutes and at no time did they see anyone having any kind of difficulty either entering or leaving the property.

Because of the fact that we were caught by an early and continuous rainfall, the Highway Division's contractor will be unable to complete the roadway portion of the project this winter. The Highway Division will, however, finish constructing curbs and concrete driveways in the restaurant area. In addition, the temporary access ramps will be paved to provide maintenance

free movement of traffic. No additional illumination is planned for this area as the Highway Division feels that the delineation already installed will be sufficient. The Highway Division intends to resume construction as early next spring as possible and anticipate rapid completion.

If you or your clients feel that the measures being taken by the Highway Division can be improved upon, they would certainly be desirous of meeting with you for further discussion. If a meeting is desired, please contact the Highway Division Resident Engineer on the project, Mr. William H. Maude, 2692 N. Pacific Highway, Medford, Oregon 97501.

Sincerely

Jack L. Sollis
Assistant Attorney General

am
cc: H. S. Coulter
Walt Barrie
Mr. William H. Maude

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 3, 1973

To: H. S. Coulter
Asst. State Hwy. Engr.
S A L E M

SUBJECT: Oak Knoll Corporation Complaint
Park St.-Pacific Highway Sec.
Green Springs Highway

Attached is a suggested rough draft reply to the letter from Hampton and Lombard in connection with the above complaint. I have also attached a copy of a report given to me by Resident Engineer Bill Maude setting forth the chronology of activities in the subject area up to the present time.

Although it was difficult at times to secure the contractor's cooperation, I feel confident reasonable access was provided across the construction area.

J. X. WILSON
Regional Construction Engineer

JXW/cw
Attach.

cc C. T. Keasey
Wm. Maude

RECEIVED
DEC 4 1973
Office of
State Highway Engineer

W. H. HAMPTON, III
BEN LOMBARD, JR.

LAW OFFICES
HAMPTON & LOMBARD
153 OAK STREET
P.O. BOX 459
ASHLAND, OREGON 97520

TELEPHONE 482-8491
AREA CODE 503

November 29, 1973

REFERRED TO
Hwy. Engr.
BY ADMINISTRATIVE SERVICES

Highway Department
State of Oregon
Salem, Oregon

Ross Brothers Construction
Franklin Boulevard
Goshen, Oregon

Re: Oak Tree Restaurant
2359 Highway 66 & I-5

Gentlemen:

We would appreciate the courtesy of a response to our letter dated November 15, 1973, regarding your project between I-5 and the new state Highway 66 overpass in Ashland.

Very truly yours,

W. H. Hampton, III

WHH:pj

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STATE HWY ENGR
DEC 4 73
REFER TO
Counties
FOR
Info | Invest | R/D | D/R | Elem | Sec | File

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DEC 4 1973
HIGHWAY
ADMINISTRATIVE SERVICES

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon

November 26, 1973

0 OH

To: A. Shirley, Jr.
Regional Engineer
R O S E B U R G

SUBJECT: Oak Knoll Corporation Claim
Park St - Pacific Highway
Contract 7799

Attention: J. X. Wilson

Given below in chronological order is the background and work progress for the time covered by the claim:

10/16/73 Contractor excavated west access to the resturant. On this date I discussed work progress and operations. Included was safety items and access. A gravel ramp was installed in the excavated area.

10/17 & 18/73 Subexcavating by motel, access ramp maintained. Noted that grading progress very poor. On the 18th tried to get schedule for next week - - no luck.

10/23/73 Inspector and I spent 2 hours with contractor's representative on work needed to shift traffic. Re-emphasised driveway work and maintenance of access. Some maintenance was done today.

10/25/73 Easterly restaurant access removed today. Replaced with gravel ramp. Instructed contractor to do all maintenance tomorrow to be in shape for weekend.

10/26/73 Easterly restaurant access widended and radii improved.

10/31/73 Changed and improved motel access and maintained the others.

11/2/73 Placed and compacted base rock to about center of the restaurant. Access was replaced. J. Reed, manager of Oak Tree Restaurant called said poor access costing $500.00/night. He agreed daytime access was "not bad" but stated night time access was impossible. As the project supt. was not on the project that day, I contacted him at home and we went to the project at about 8:30 P.M. We drove over it twice each direction then parked and watched traffic. We moved approximately 3 cones to better delineate access. At no time in the 45 min. we were on the project did any one have any trouble getting in or out of the restaurant, motel or service station.

11/7/73 J. Reed made a complaint to project supt. about restaurant access. A meeting with Mr. Lundmark, Vice Pres. of Ross Bros. and access problems were discussed.

11/8/73 Access ramps maintained today.

11/13/73 Poured curb in front of restaurant.

SP 92473-734

Oak Knoll Corporation Claim
Contract 7799

11/15 & 16/73 Poured driveway for west restaurant access.

11/21/73 Took foreman over job to show maintenance needed for long weekend. It was done.

11/26/73 Inspector instructed access maintencance be done and it was.

11/27/73 Access ramps changed to the partially completed driveways today. The project supt. was in and we discussed work to be done for winterizing the project. In this list was the accesses for the restaurant. He was reminded that the accesses must either be maintained almost daily or improved by paving etc. so that maintenance is unnecessary.

Not shown in this list is many discussions and/or instructions on which access was only lightly covered.

Wm. H. Maude
Resident Engineer

LAW OFFICES
HAMPTON & LOMBARD
153 OAK STREET
P.O. BOX 459
ASHLAND, OREGON 97520
TELEPHONE 482-8491
AREA CODE 503

W. H. HAMPTON, III
BEN LOMBARD, JR.

RECEIVED
DEC - 3 1973
LEGAL

REFERRED TO
Hwy. Engr.
BY ADMINISTRATIVE SERVICES

November 15, 1973

RECEIVED
STATE HWY ENGR
NOV 16 73
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R ✓ | Sign | Act | File

RECEIVED
NOV 19 1973
Office of
Assistant State Highway Engineer

Highway Department
State of Oregon
Salem, Oregon

Ross Brothers Construction
Franklin Boulevard
Goshen, Oregon

Re: Oak Tree Restaurant
2359 Highway 66 & I-5

Gentlemen:

Our office represents Oak Knoll Corporation, the owner of the Oak Tree Restaurant located at the intersection of Highway 66 and I-5, in Ashland, Oregon.

Approximately one year ago you started a project to widen the overpass on Highway 66 as well as the approaches from the I-5 intersection. As a result of the construction activities, our client's business has been materially damaged for quite some time.

About one month ago, on or about October 17, a hole two feet deep and roughly twenty feet wide was excavated in front of our client's business establishment. Makeshift ramps were constructed over this hole to provide access. These ramps are not wide enough and are totally inadequate. They are dangerous because of your failure to keep them free of gravel and debris and your failure to adequately light them.

Due to the inadequate access provided and the dangerous condition, many potential customers are turning away from my client's business. The books and records of account show a loss of income over the

last month of approximately $2,000 per week. This can only be attributed to the conditions which you have created.

Therefore, we are hereby demanding an immediate written response setting forth your reasons for delay, as well as the date you expect to have the excavation filled in and the normal access re-established.

Very truly yours,

W. H. Hampton, III

WHH:ks

RECEIVED
NOV 16 1973
HIGHWAY
ADMINISTRATIVE SERVICES

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7799

APPLYING TO CONTRACT PROJECTS

Order No. 11

Section Park St. - Pacific Hwy. (Ashland) Date November 6, 1974, 19....

Highway Green Springs F.A.P. No. F-166(3)

County Jackson Prefix 15-1055 Account No. 259-11

Description of Work To Be Done:

Construct & pave two (2) driveways.

APPROVED EFFECTIVE DATE 11-7-74
Contingent upon modification of project agreement if additional funds are required
BY [signature]
TITLE
DATE 12-3-74
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Sta. 63+00 Rt. & 64+37 Rt.

Estimate of Quantities and Costs:

100 Tons of asphaltic concrete @ $20.00/ton	=	$2,000.00
Equipment & Labor (Finish grading) 2 days	=	400.00
TOTAL		$2,400.00

Explanation: Permit of Entry to construct driveways was refused during construction due to disagreement over " Reasonable Access ". A compromise has been reached and as the contractor has completed the project, this work is to be done by State Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$1,553,515.88
Present estimate of project cost, including $2,400.00 for work under this order	$1,553,515.88
Expected under-run / over-run (amount)	$None
Expected under-run / over-run (per cent)	None

Space to right of this line is for use of Salem Office

Submitted by: W. H. Mercer, Resident Engineer

Approval Recommended: J. X. Wilson, Regional Engineer

Approval Recommended: ..... For: Construction Engineer or Bridge Engineer

Approved: [signature], Construction Engineer

Wilson.

7799

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 22, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. F-166(3)

FROM for C. T. Keasey
Construction Engineer

SUBJECT Request Contract Acceptance

Contract 7799, Work Completed October 4, 1974

Project Park St. - Pacific Hwy. (Ashland)

Highway Green Springs

County Jackson

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date October 4, 1974

RECEIVED
STATE HWY ENGR
NOV 18 '74
REFER TO
FOR
VEA | KND | DIR | Stein | [illegible]

for G. L. Green
Division Engineer

NOTED
H.S. COULTER

RECEIVED
NOV 19 1974
Office of
Assistant State Highway Engineer

11-19-74

VG:wm

cc: F. B. Klaboe
C. T. Keasey
V. Gallagher

7797

STATE COPY

CC: OSHD (H S Coulter, G K Bessmer

10-18-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Jackson	Oregon

NOTED
H. S. COULTER

IN COMPANY WITH: J. X. Wilson, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
10-18-74	T. P. Lowe, Area Engr	F-166(3)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	112 %	100 %

COPY SENT
OCT 10 1975
Washington

PARK STREET-PACIFIC HIGHWAY (ASHLAND)
GREEN SPRINGS HIGHWAY
Grading, Paving, and Structure

1. **SCOPE OF INSPECTION:**

This inspection consisted of a brief field review of the project on 10/18/74. This report is being written 10/6/75 following settlement of time extensions and RR protective costs.

2. **SUMMARY OF FINDINGS:**

This project began on August 25, 1972 with an allotted time of 285 workdays. Completion date was scheduled for September 3, 1973. Due to holidays, labor disputes, and other exclusions the contract time was extented on November 8, 1973. However, work was not completed until October 4, 1974. This left 169½ days of liquidated damages. The State recommended time extensions of 57 and 62 days, leaving 50½ days of liquidated damages. The contractor has agreed to absorb these damages if a satisfactory adjustment in the railroad protective is negotiated. The contractor has agreed with price agreement No. 10, Relief of Railroad Protective Costs, which calls for a lump sum payment of $2,606.95. This agreement will settle any or all claims on this project.

The project appears to have been constructed in substantial compliance with the contract, and acceptance is recommended.

RECEIVED
STATE HWY ENGR
OCT 13 '75
REFER TO Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act. | File

10-20 cy

RECEIVED
OCT 13 1975
Office of
Assistant State Highway Engineer

FORM FHWA-1446 A (12-73) FORMERLY PR-33B

Previous Editions of PR-33B Will Not Be Used.

7799

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Park St. - Pacific Hwy		WEEK ENDING: October 12, 1974
		SECTION PREFIX: 15-1055
HIGHWAY: Green Springs		COUNTY: Jackson
NAME OF JOB: Park St. - Pacific Hwy.	KIND OF WORK: Grading, Paving & Structure	
CONTRACTOR: Ross Bros. Construction, Inc.	CONTRACT NUMBER: 7799	FEDERAL AID PROJECT NUMBER: F-166(3)
DATE OF CONTRACT: August 14, 1972	DATE WORK STARTED: September 1, 1972	ESTIMATED COMPLETION DATE: October 5, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 285	CALENDAR DAYS USED 454½
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 159
PROJECT AUTHORIZATION: $ 1,553,515.86		
EXCLUSIVE OF ENGINEERING: $ 1,443,088.62	ENGINEERING AUTHORIZATION $ 110,427.24	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,443,088.62	ENGINEERING COST TO DATE $ 146,149.88	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 132 %	DATE PROJECT WAS COMPLETED: October 4, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.78				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.78				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	109,000				
TOTAL QUANTITIES CORRECTED TO DATE	104,800				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	104,000				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6	Fair	0		
MONDAY 7	Fair	0		
TUESDAY 8	Fair	0		
WEDNESDAY 9	Fair	0		
THURSDAY 10	Fair	0		
FRIDAY 11	Fair	0		
SATURDAY 12	Fair	0		

RECEIVED OCT 14 1974

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project activities during week: Seeding & mulching subcontractor cleaning up material on sidewalks.

Final inspection anticipated to be made on October 18, 1974.

This will be the last weekly report.

SIGNED Wm H. McArdle LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

SP-F216

7799 O 1P O

Form E-283 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Park St. – Pacific Hwy. (Ashland) Date September 24, 19 74

Highway Green Springs Contract No. 7799

County Jackson Prefix 15-1055

Contractor Ross Bros. Construction, Inc. F. A. Project No. F-166(3)

Address 3501 Brooklake Rd. N., Salem, Oregon 97303 Order No. 13

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Miscellaneous corrective work including island curbs, grading & additional drainage.

Location by station numbers:

Throughout of project

Estimate of quantities and cost:

Labor	$ 600.00
Equipment	$ 300.00
Materials	$ 150.00
TOTAL	$ 1,050.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

See attached explanation

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 1,553,515.88
Present estimate of project cost, including $ 1,050.00 for work under this order	$ 1,553,515.88
Expected under-run / over-run amount	$ None
Expected under-run / over-run per cent	None

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Regional Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approved [signature] Construction Engineer.

AD

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

7799 LETTER OF APPROVAL [ ]/OR AUTHORIZATION 8-22-74

FEDERAL AID PROJECT NO. F-166(2)

STATE PROJECT NO. PARK ST. - PACIFIC HIGHWAY

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. P-523

COUNTY NAME JACKSON

PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
AUG 27 '74
REFER TO Schroeder
FOR

Info	Cross	R/D	D/R	Sign	Put	File
					✓	

Orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	AUGUST 22, 1974	PRIMARY ROUTE #15	GREEN SPRINGS HIGHWAY #21

GENERAL LOCATION:

CITY OF ASHLAND

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENT FOR CITY OF ASHLAND'S POWER LINE FACILITIES EFFECTIVE 8-22-74. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $5,111.44 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [X] OTHER (Specify) UTILITY ADJUSTMENT.

- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
OUR PROGRAM MEMORANDUM DATED 4-3-72 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 6-26-73 AND PPM 30-4.1 DATED 11-29-72.

WE APPROVE THE AGREEMENT WITH THE CITY OF ASHLAND CONSISTING OF YOUR 8-13-74 SPECIAL STUDIES ENGINEER'S LETTER, 8-6-74 INTER-OFFICE CORRESPONDENCE MEMORANDUM FROM MR. G. KENNEN AND THE CITY OF ASHLAND'S 7-31-74 LETTER AND ESTIMATE.

THIS AUTHORIZATION IS FOR THE ACTUAL PERMANENT ADJUSTMENTS FOR THE CITY OF ASHLAND'S POWER LINE FACILITIES.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-22-74	G. L. Green	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7799

21

Salem, Oregon

February 21, 1974

Alfred E. Shirley, Jr, Region III Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

Park Street-Pacific Highway Section
Green Springs Highway
Jackson County

Enclosed are prints of the subject project on which is shown, in green, an addition to the storm sewer system.

The design of the drainage facilities for the revision of the frontage road to be connected to the Green Springs Highway at Station 62+0344 requires construction of the two inlets shown in red on the prints.

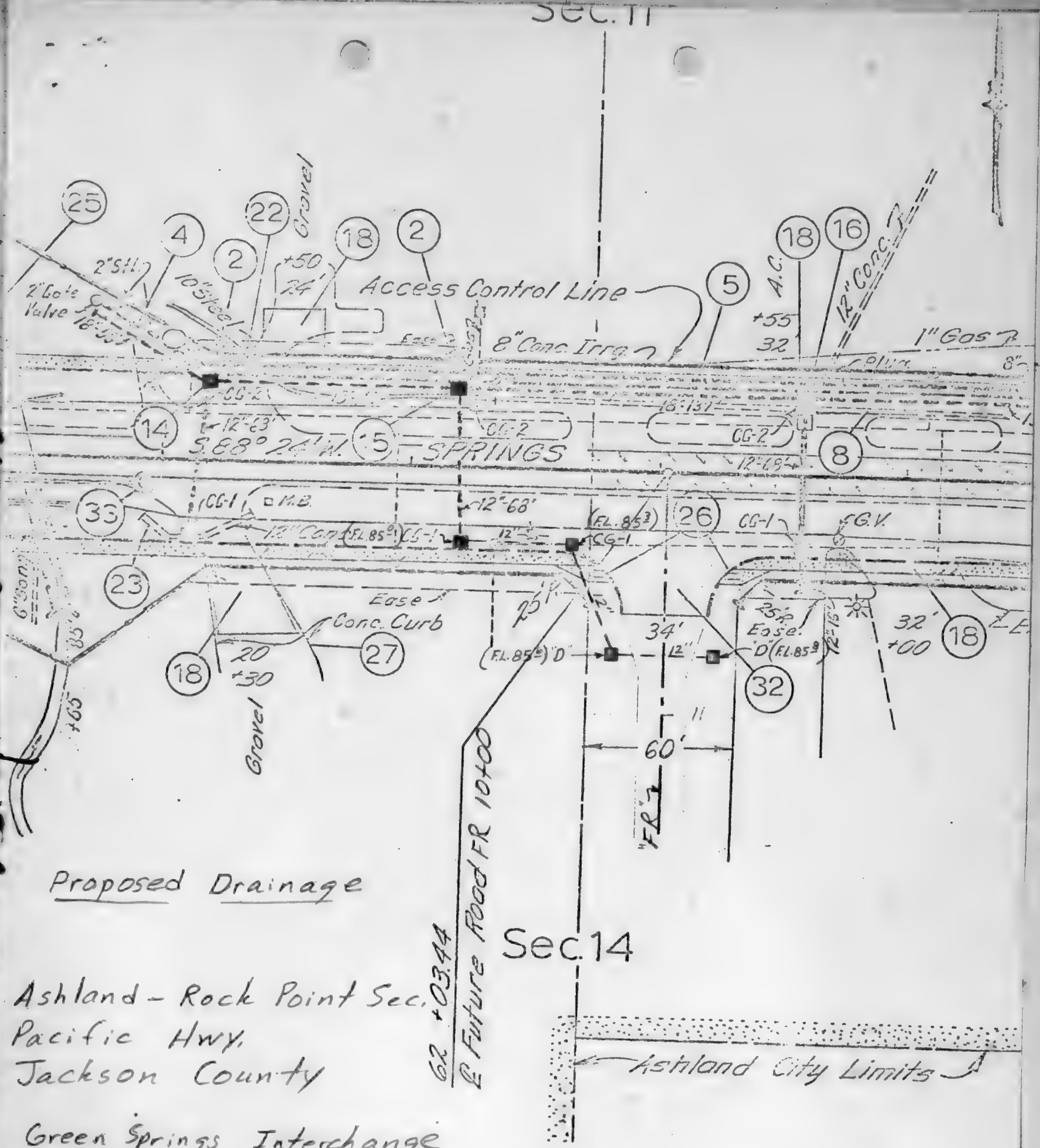
It is desirable to include this addition in the present contract. By so doing the necessity of tearing up recently finished pavement will be eliminated.

FET:we
Enclosure
cc: C. T. Keasey
William Maude
Fred Eriksen

Verstee
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
FEB 21 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other



Proposed Drainage

Ashland – Rock Point Sec.
Pacific Hwy.
Jackson County

Green Springs Interchange
("FR" Line Revision)

Note: Const. Drainage shown in Green on Park St. – Pacific Hwy Sec. (Class V Pipe)

Drainage Shown in Red Will be Const. With Frontage Rd Work.

Finish Grade 15'4 or Rt 44.5007

Proposed Profile Grade
(@ "C.S." Hwy. & "F.R." Line)

12 13

10 11

62+03.44 POT
"FR" 10+00.00

-2.00

+35 +60 +00

35'V.C.

1999.12

1989.45

1968.42

1990.22 (E) Rt.
1990.00 (10.14 or Rt) Rt.

2000 1995 1990 1985

Finish Grade 15' Left of ℄

℄ 4.5007

Proposed Profile
(℄) "C.S." Hwy. & "F.R."

12 13

62+03.44 P.O.T.
"F.R." 10+00.00

10 11

-2.09

+35

+60

+00

35' V.C.

1989.12

1988.42

1988.22 (℄) Elev.
1990.02 (10' Ft or Rt) Alt.

1998.42

2000 1995 1990 1985

Ashland – Rock Point Sec.
Pacific Hwy.
Jackson Co.

Green Springs Intch.
("FR" Line Revision)

2-20-74

Lt or Rt

+4.5007

Proposed Profile Grade
(@ "G.S." Hwy. & "F.R." Line)

13 14 15

Don Stoudenmayer 21

FORM 8.36 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 19, 1974

To: William Maude
Resident Engineer
M-E D F O R D

SUBJECT: Permanent Striping
Park St.-Pacific Highway
(Ashland) Section
Green Springs Highway

Attached hereto is the permanent striping plan for the subject project.

A cost estimate of this plan is approximately $600.00 which will overrun S.F.O. No. 3 $300.00.

Please advise George Thornton two weeks prior to the completion date of this project so that he may arrange to have the striping crew available.

ORIGINAL SIGNED BY GLEN L. CLARK
REGION TRAFEIC ENGINEER

GLEN L. CLARK
Regional Traffic Engineer

KDO/jw
attach.
cc George Thornton

Hal,
Standard calls for painting skids, stripe if offset is 4' or more; however if equipment can paint this 3' offset it can't hurt anything. DNL

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
FEB 20 1974
ROAD DESIGN SECTION

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Receiver Keep ☐
Do not File ☐
Return To
Bring Up / / /
Other

21

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 24, 1974

SUBJECT: Striping Plan Review
Park Street-Pacific Hwy
(Ashland Section)
Green Springs Hwy-Ashland
Contract No. 7799

To: J. H. Versteeg
Design Engineer
S A L E M

Attention: Don Stoudenmeyer

This office has reviewed the subject plans and request two changes prior to final adoption.

First, in the area of the structure over the railroad between Faith Avenue and the "B" line connection, there is no access to the highway. The continuous left turn refuge treatment in this area is not appropriate. We would suggest the standard median utilizing double yellow strips to outline it and whatever painted jiggle bar spacing would be called for.

Second, we wish to initiate our option not to paint the curbs in this project.

Glen L. Clark

GLEN L. CLARK
Regional Traffic Engineer

1-29-74
Clear w/ ... Engineer Letter

GLC/jw
attach.
cc L. E. George
George Thornton
Wm. Maude

1/2 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JAN 29 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

7799

December 26, 1973

SASCO GRAVEL CO
11 Almond Street
Medford, Oregon 97501

Re: Contract No. 7799
Park St-Pacific Hwy
Ashland, Oregon

Atten: Clinton R. Phelps

Gentlemen:

Thank you for your letter of December 30, 1973 regarding rip rap for the above mentioned contract. We wish to submit the following facts in reply:

1. Payment as outlined in our purchase order No. 192 was accepted by you on two occasions. Also your letter of December 7, 1973 clearly states that this purchase order was accepted by you in February, 1973.

2. The location and manner in which the rock was secured by you did not enter into our agreement at anytime.

3. Any verbal agreement you may have had with our foreman would not have been with Mr. Bob Pierce as stated as he was not connected with this project at the time we were negotiating for these materials. The agreement was that you would be paid as per the states estimate which is normally a seven-tenths load basis or seven yards per each ten yard truck load. On April 25, 1973 we advanced payment to you in the amount of $3588.75. When the estimate arrived from the state for the period ending May 10, 1973 an estimate was prepared for you indicating an over-payment of $123.75. The same procedure in preparing an estimate to you was followed when received for the period ending June 10, 1973 which showed total yardage to date of 849.5 cu. yds or: 849.5 x $5.50 = $4672.25 less previous payments of $3588.75 leaving a balance due of $1083.50 which was paid to you on June 29, 1973.

4. To date this measurement by the state remains the same and we stand on our payment to you as being correct as called for in our purchase order No. 192 until these figures are revised.

December 26, 1973

Sasco Gravel Co.
-2-

5. Both Mr. Lundmark and Mr. Ross have been in the area numerous times during the summer and fall and no effort has been made to contact them; furthermore permission was given to your people to contact the Resident Engineer directly regarding this measurement.

It is most unfortunate this misunderstanding regarding measurement has occurred however we feel we have handled this in the only manner possible i.e.; as per the states measurement paid to us and passed on to you!

Very truly yours,

ROSS BROS CONSTRUCTION INC

G. G. Lundmark

GGL:lb
cc/ Oregon State Highwy Division
Wm Maude, Resident Engineer
General Insurance Co of America

RECEIVED
DEC 27 1973
HIGHWAY
ADMINISTRATIVE SERVICES

7799

SASCO GRAVEL
779-7751
MEDFORD, OREGON

SELECTED AGGREGATE SUPPLY COMPANY
CUSTOM CRUSHING / GRAVEL / EQUIPMENT RENTAL / DUMP TRUCKS
11 ALMOND STREET / MEDFORD, OREGON 97501 / TELEPHONE (503) 779-7751

Medford, Oregon 97501
December 20, 1973

Ross Bros. Construction Inc.,
3501 Brooklake Rd., North,
Salem, Oregon.

Re OSHD Contract #7799

Gentlemen;

Yours of December 13, 1973 is here and in reply we submit the following:

1. Your purchase order #192 is not a valid order for the reason that it was not signed by anyone.

2. We had to drill & blast the rock out of a mountain-side pit and haul same 17 miles to jobsite.

3. We had a verbal agreement with your foreman, Mr. Bob Pierce, to deliver the rock and keep positive load tickets, to be compiled at 7½ cu. yards per load. We have those load tickets, truck#, driver name, date and time of day delivered. We delivered 667½ cu. yds. during April, 1973 and to date have only received $1,083.50 of the total due, $3,671.25, leaving a balance due of $2,587.75.

4. There is no question in our minds that we delivered the total amount of 1320 cu.yds. of rock to your Ashland job, OSHD Contract #7799, during March and April of 1973. It seems impossible to us, that if the rock was used by your people, under a normal rip rap rock specification in said job, that the State Engineer would measure only 849.5, leaving us 470.5 cu. yds short. We had no control over the rock after it was dumped at your jobsite. Isn't it possible that due care has not been exercised by your people in handling the material to the end that we both got a realistic measurement? Can your people testify that they actually placed 1320 cu. yds. in a rip rap job and only measured 849.5 cu. yds? Where is the other one third which we certainly delivered to said job?

5. Our office manager contacted your office, toward the end of July '73, about this shortage and was promised a personal visit by your principals, Mr. Jerry Lundmark and a Mr. Ross, to accompany us and a State Engineer representative to the job to adjust the measurement more realistically, if possible. To date we have not been accorded this courtesy. Maybe your company can, but we simply cannot take this kind of shortage and stay in business.

cc:Oregon State Hw'y Div.
The General Insurance Co.
of America.

Sincerely yours,
SASCO GRAVEL INC.
By Clinton R Phelps
Clinton R. Phelps, Pres.

NOTED
C. W. HEAD

5

7799

ROSS BROS. CONSTRUCTION CO.
General Contractor
EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER
3501 BROOKLAKE RD. N.
SALEM, OREGON 97303

December 13,1973

SASCO Gravel, Inc.
11 Almond Street
Medford, Oregon 97501

Park St.-Pacific Hwy. (Ashland)
Jackson County
Contract No. 7799

Attn: Clinton R. Phelps

Gentlemen:

We are in receipt of a copy of your letter dated December 7, 1973 to the Oregon State Highway Department.

We are not in agreement with the facts as you state them. If you would read your purchase order number 192, you will see that payment is to be made according to Oregon State Highway Department measurement.

According to the last estimate for the subject project from the Oregon State Highway Department, Ross Bros. Construction Inc., was paid for 849.5 cubic yards of riprap. You have been paid a total of $4,672.25 to date which is $5.50/cubic yard times the states measurement of 849.5 cubic yards.

No further monies are owed to SASCO Gravel, Inc. by Ross Bros. Construction Inc. unless these quantities as determined by the Oregon State Highway Department are revised on future Oregon State Highway Department estimates for the subject project.

Enclosed please find copy of purchase order number 192.

Very truly yours
Ross Bros. Construction Inc.

Terry Guisinger

Terry Guisinger
Engineer

cc: General Insurance Company of America
W. Maude, Resident Engineer
C.W. Head, Administrative Services

NOTED
C. W. HEAD

RECEIVED
DEC 17 1973
HIGHWAY

ROSS BROS. CONSTRUCTION, INC.

GENERAL CONTRACTORS
3501 BROOKLAKE RD. N.E. – SALEM, OREGON 97305

TELEPHONE
362-0410
581-5780

192

Equal Employment Opportunity Employer

TO CLINTON PERRY'S
MEDFORD, OREGON

SHIP TO
Park St.,-Pacific Hwy
Ashland
OSHD Contract 7799

ENTER OUR ORDER FOR THE FOLLOWING:

REQUIRED	SHIP VIA	TERMS	ACCOUNT OR JOB NO	ORDER DATE

QUANTITY	DESCRIPTION		AMOUNT
	Loose Riprap, Class 50		
	Delivered to Jobsite. Payment to be made per Oregon		
	State Highway Dept measurements.	$ 5.50 cu. yd/	
	All materials to comply with Oregon State Highway Commission		
	Standard Specifications for Highway Construction - 1970.		
	4/25	652½	3588 75
	6/29	197	1083 50
		849½	

RECEIVED
DEC 17 1973
HIGHWAY
ADMINISTRATIVE SERVICES

PLEASE SHOW PURCHASE ORDER NO ON ALL INVOICES.

PLEASE ACKNOWLEDGE IMMEDIATELY AND STATE WHEN YOU WILL SHIP. OUR ORDER NO. MUST APPEAR ON ALL RELATED PACKAGES AND FORMS

PLEASE SEND _____ COPIES OF YOUR INVOICE

PURCHASE ORDER

PURCHASING AGENT

184 01

7799

Claim 4848

5

FILED
DEC 13 1973
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 12, 1973

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

SASCO Gravel, Inc.
11 Almond Street
Medford, Oregon 97501

Attention: Clinton R. Phelps
President

Gentlemen:

This is to acknowledge receipt of your letter of December 7, 1973, informing us that Ross Bros. Construction, Inc., owes SASCO Gravel, Inc. for riprap in the amount of $2,587.75 plus interest.

From the description given in your letter, this appears to be in reference to the Ross Bros. Construction, Inc., Contract No. 7799 for work on the Park Street-Pacific Highway (Ashland) Section of the Green Springs Highway in Jackson County.

The General Insurance Company of America, Portland Service Office, 1500 S.W. First Avenue, Portland, Oregon 97201, furnished the performance bond on this contract. We will advise them of the receipt of your letter and we will also forward it to the Secretary of State for filing.

NOTED ON CARD
12/28/73

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Manager
ADMINISTRATIVE SERVICES

RECEIVED
DEC 13 8 20 AM '73
OFFICE OF SECRETARY OF STATE

RECEIVED
DEC 18 1973
Highway
ADMINISTRATIVE SERVICES

cc Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, Oregon 97303

General Insurance Company
of America

bc Hon. Clay Meyers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

SASCO GRAVEL
779-7751
MEDFORD, OREGON

SELECTED AGGREGATE SUPPLY COMPANY
CUSTOM CRUSHING / GRAVEL / EQUIPMENT RENTAL / DUMP TRUCKS
11 ALMOND STREET / MEDFORD, OREGON 97501 / TELEPHONE (503) 779-7751

Routing
Kersey
RECEIVED
DEC 10 1973
CONSTRUCTION SECTION
Scofield
Glenn
Berg
Walker

Medford, Oregon 97501
December 7, 1973

Oregon State Hiway Department,
Construction Dept.,
Salem, Oregon 97301

Re. OSHD Contract #7799

Gentlemen;

In the month of February 1973, I, Clinton R. Phelps accepted a purchase order (no. 192) from Ross Bros. Construction Inc., to deliver loose riprap, class 50, to Park St., Pacific Hwy., Ashland, Oregon, OSHD Contract #7799.

I and others, formed a Corporation, SASCO GRAVEL INC., which performed the delivery of said riprap rock.

It was agreed, with Ross Bros. foreman, that we would average the loads at 7½ cu. yd., which would be a legal load. We were to keep the load tickets and turn them in with our billing.

We billed Ross Bros. on March 31, 1973 for March 1973 delivery for 87 loads = 652½ yards @ $5.50,=$3,588.75. Which they paid in full on April 27, without question.

On May 8, 1973, we billed them for April 1973 hauling and riprap which was 89 truck loads, (copy of load tickets enclosed) = 667½ Yds @ $5.50 = $3,671.25. On July 17, 1973 we received $1,083.50. This leaves a balance of $2,587.75, which we have not received.

We have made several attempts to contact Ross Bros., and settle this, with no results. So we are contacting you for information, necessary to force payment.

At this time, it is our understanding that Ross Bros. have not received a completion on the job in question, and we would like to be on record with a justifiable billing in the above said amount of $2,587.75 plus interest @ 9% since June 1, 1973.

Would you please supply us with Ross Bros. bonding agent's name and address, so we can register our claim with them.

We are cognizant of the fact that our discussion is with Ross Bros. and not the State Highway Dept., but any assistance your office could supply, would be greatly appreciated?

Sincerely yours,

SASCO GRAVEL INC.

By Clinton R Phelps
Clinton R. Phelps, Pres.

MILEAGE RECORD

DATE: Apr 23 19 73

Hilt Feb Blue Vic Foreground Commute

CAR NO.	BEGINNING MILEAGE	ENDING MILEAGE	MILES		NATURE OF TRIP	
2	[illegible]	[illegible]	97.15	7:10	74 Rip Rap	K
				9:45	74 Night	
				10		
				2 hol.		

MILEAGE RECORD

TRUCK NO. 7 DATE 4-23 1973 DRIVER Dale

Longstreth

Id.	From	To	Via	Time	No. Tons of Trip
7½	Elk Rd Ash		I5 + 99	8:05	Rip Rap
7½				9:45	
7½				10:00	
7½					

Dale

MILEAGE RECORD

TRUCK NO. DATE 2-2 1973 DRIVER

No.	From	To	Via	Time	Nature of Trip
			T-5	900 hrs	K. Kno
1	Hilo	Ash	T-5	1045 hrs	Rip Rod
					2
					70 M

3

MILEAGE RECORD

DATE: 4-23 19 25

Flat Jno Blue V-8 Ford Coupe Commute

CAR NO.	BEGINNING MILEAGE	ENDING MILEAGE	MILES	NATURE OF TRIP
H-5	04-826		7:50 8:45	Repair
			9:30	
			50 NA	
			2 Ld	

MILEAGE RECORD

TRUCK NO. 2 DATED 19__ DRIVER

Id.	From	To	Via	Time	Nature of Trip

MILEAGE RECORD

TRUCK NO. 7 DATE 4-30 1973 DRIVER [illegible]

Id.	From	To	Via	Time	Loss	Nature of Trip
	305764	305777				TABLE ROCK
T/L	305777	306064		730	Loss	ASHLAND
	306064	306633				TABLE ROCK
T/L	306633	306664		930	Loss	ASHLAND
	306664	305684				TABLE ROCK
T/L	305684	305717		[illegible]	Loss	ASHLAND
	305717	303745				TABLE ROCK
T/L	303745	303774			Loss	ASHLAND
	303774	303802				TABLE ROCK
T/L	303802	303830		315	Loss	ASH [illegible]
	303830	303845				[illegible]
	303845	303860				[illegible]
	303860	303874				YARD

MILEAGE RECORD

DATE: 4-20 1923

Hilt Jas Place Via Brookland Commute

CAR NO.	BEGINNING MILEAGE	ENDING MILEAGE	MILES	NATURE OF TRIP	
53	Bess	047504	47785	7:30 - 8:30	Repair
				9:05 - 10:05	
				11:45 - 12:55	
				12:35 - 1:40	
				2:15 - 3:30	
					200
					3

MILEAGE RECORD

MILEAGE RECORD

DATE [illegible] 1923

CAR NO.	BEGINNING MILEAGE	ENDING MILEAGE	MILES		NATURE OF TRIP
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1	37663	37695	32	7:30 AM	[illegible]
1		"	"	9:15 AM	[illegible]
1				11:00 AM	"
1				12:45 PM	
1				2:30 PM	
				[illegible]	
				[illegible]	
				[illegible]

MILEAGE RECORD

DATE: April 17 19 13

Job Plow V.A Farm Commute

CAR NO.	BEGINNING MILEAGE	ENDING MILEAGE	MILES		NATURE OF TRIP
2	Rossi	Rolled	429	8:10	Rip Rap
		"		9:45	" "
		"		11:10	
		"		1:45	
		"		3:10	
				5 Rolls	

MILEAGE RECORD

TRUCK NO. 7 DATE 4-17 1973 DRIVER

Id.	From	To	Via	Time	Ser	No. Tons of Trip
	303332	303348				TABL. ROCK
7½	303348	303376		8 40	Ross	ASHLAND
	303376	303401				TABL. ROCK
	303376	303401		10 15	Ross	ASHLAND
7½	303401	303432				TABL. ROCK
	303432	303460		11 45	Ross	ASHLAND
7½	303460	303488				TABL. ROCK
	303488	303517		1 15	Ross	ASHLAND
7½	303517	303546				YARD
	303546	303576				

MILEAGE RECORD

DATE: 3/17 1923

CAR NO.	BEGINNING MILEAGE	ENDING MILEAGE	MILES	NATURE OF TRIP

Kevin

MILEAGE RECORD

DATE 9/17 1923

Name [illegible] Company

CAR NO.	BEGINNING MILEAGE	ENDING MILEAGE	MILES	NATURE OF TRIP
21	[illegible]	[illegible]	1-5	8:00 AM
1	[illegible]	30163	1-5	10:00 AM
1			1-5	1:30 PM
1			1-5	3:00 PM
1			1-5	4:30 PM

MILEAGE RECORD

TRUCK NO. 8 DATE APRIL 7 DRIVER Rusin

Id.	From	To	Via	Time	No. Tuns & Type of Trip
	Ross	ASH		8.00	Rock Sand K.C.
	"	"		1.30	Sand K.C.
	"	"		2.00	Sand K.C.
0	"	"		4.55	
					1 trip from pit to Cornet Ave down + still down
					4/--4/13 CSJP
					4/ 16 to 25 to Sand K.C.
					2 K 2

2 1/2

MILEAGE RECORD

TRUCK NO. 7 DATE 4-12 1977 DRIVER

Veh.	From	To	Via	Time	Log	No. Tubes of Trip
	302445	302977				TABLE ROCK
7½	302977	303000		4 00	ROSS	ASHLAND
	303000	303028				TABLE ROCK
7½	303028	303057		5 30	ROSS	ASHLAND
	303057	303077		6 00	"	YARD

YOLA

MILEAGE RECORD

TRUCK NO. 7 DATE 4-12-1923 DRIVER Ga

Vol.	From	To	Via	Time	Stub	No. Tubes of Trip
	302615	302634				Table Rock
7½	302634	302663		6 55	Ross	ASHLAND
	302663	302691				Table Rock.
7½	302691	302719		8 25	Ross	ASHLAND
	302719	302747				TABLE ROCK
7½	302747	302775		9 55	Ross	ASHLAND
	302775	302803				TABLE ROCK
7½	302803	302832		11 25	Ross	ASHLAND
	302832	302860				TABLE ROCK
7½	302860	302888		1 00	Ross	ASHLAND
	302888	302916				TABLE ROCK
7½	302916	302945		2 30	Ross	ASHLAND

MILEAGE RECORD

TRUCK NO. 2 DATE 10 1973 DRIVER Russ

Id.	From	To	Via	Time	No. Tons	Nature of Trip
[illegible]	ASH	Ross	9:10			Rip Rap
[illegible]	ash	[illegible]	9:40-9:10			Rip Rap
[illegible]	[illegible]	Ross	[illegible]			[illegible]
[illegible]	[illegible]	Ross	[illegible]			Rip Rap
[illegible]	[illegible]	Ross	10:05	10:15		Rip Rap
[illegible]	[illegible]	Ross	9:40-9:50			Rip Rap
[illegible]	ASH	Ross	9:50	10:05		Rip Rap

280

7

MILEAGE RECORD

DATE: Apr 12 19 25

Job Plane Via Time of Leave Commute Air

NO.	BEGINNING MILEAGE	ENDING MILEAGE	MILES	NATURE OF TRIP	COMM
	ROST	[illegible]	[illegible]	7.40	
	Alcoa	3 Rut-		10.45	
				11.15	
				1:00	
				2:30	
				4:00	
				L Roll	
				Out	

MILEAGE RECORD

TRUCK NO. 2 DATE April 1973 DRIVER Russ

No.	From	To	Via	Time	No. Tons of Trip
TRP		Ash.	Ross	9:00 11:00	Rip Rap
TRP	"	Ash	Ross	11:45 1:00	Rip Rap
TRP	"	Ash	Ross	2:00 2:45	Rip Rap
TRP	"	Ash	Ross	3:30 4:30	Rip Rap
				4 00	160 TONS

MILEAGE RECORD

DATE: Apr. 11 1973

Title Job Plan Via Time of Leave Commute

CAR NO.	BEGINNING MILEAGE	ENDING MILEAGE	MILES	NATURE OF TRIP	
11	Roy's Motel (Ark.	Thl. Rock		11:30	S
1	3674 Room	"		1:30	"
1	"	"		3:00	"
1	"	"		5:00	"
				Left	
				160 mi	

MILEAGE RECORD

TRUCK NO. 7 DATE April 1973 DRIVER Dale

Id.	From	To	Via	Time	No. Tubes of Trip
7½	TR	Ash	99-I5		Rep Rep
7½					
7½					
7½					
7½					
				5 Ld	

MILEAGE RECORD

TRUCK NO. 3 DATE APRIL 1973 DRIVER

Id.	From	To	Via	Time	Nature of Trip
—	—	[illegible]	[illegible]		ROCK
					"
					"
					"
					"
					[illegible]
					10

7799

August 14, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASLESEN

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Federal-aid Project
No. F-166(3)

Contract 7799, Extra Work Order No. 9

Project Park St.-Pacific Hwy. (Ashland)

Highway Green Springs

County Jackson

The order covers removal of excess embankment from the fill between stations 41+60 and 42+20. The grade was set and fill material placed too high due to an engineering error.

Attached is a copy of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration District Engineer on July 31, 1973.

Your approval as of July 31, 1973 is requested.

Attach.

JKied

7799

August 7, 1973

Mr. J. A. Curtis
Route 1, Box 76A
Monmouth, Oregon 97361

Re: Contract No. 7799
Park St.-Pacific Hwy
Ashland

Dear Mr. Curtis:

We have received today a copy of your letter to Oregon State Highway Division claiming equipment rental in connection with the above mentioned project along with a copy of their reply to you dated July 24, 1973.

As you are aware Mr. Harris is our grading supervisor on this project, not a subcontractor. We can only reiterate our position that we have no rental agreement with you and therefore cannot be held liable for payment of this claim.

Very truly yours,

ROSS BROS CONSTRUCTION INC

R K Ross

R. K. Ross, President

lb
cc General Insurance Co. of America
C. W. Head, Oregon State Highway
August Harris

RECEIVED
AUG 8 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

7799

Claim 4811

OREGON STATE HIGHWAY DIVISION

FILED
JUL 26 1973
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
7-30-73 KS

July 24, 1973

Mr. J. A. Curtis
Route 1, Box 76A
Monmouth, Oregon 97361

Dear Mr. Curtis:

This is to acknowledge receipt of your letter with attached invoices stating that H & H Construction (subcontractor) owes you a total of $3,826.50 for equipment rental during the months of April, May and June.

This appears to be in reference to the Ross Bros. Construction, Inc., Contract No. 7799 for work on the Park Street-Pacific Highway Section in the City of Ashland on the Green Springs Highway in Jackson County.

The General Insurance Company of America, Portland Service Office, 1500 S. W. First, Portland, Oregon 97201 furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks

cc General Insurance Co. of America
Ross Bros. Construction, Inc.

RECEIVED
JUL 30 1973
HIGHWAY
ADMINISTRATIVE SERVICES

be done. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

E-123

Monmouth, Or. 97361
Rt 1 Box 76A

Mr. Cecil Head
Secretary, State Highway Commission
Salem, Or.

Dear Sir:

I am writing to you because of difficulty I have had in collecting for my equipment rental on Contract # 7799 at Ashland, Or. for Ross Brothers Construction, Inc.; Surety: General Insurance Company of America. I have submitted a bill for April in amount of $1194.00 ; May for $1691.50 xx Ed June, $941.00. These amounts are for hourly rental of Construction equipment.

I am attaching a copy of the letter I received from Ross Brothers when I applied directly to them for payment. All prior statements had been submitted via Mr. Harris.

I learned from Medford Division Hq. that Mr. Harris does not have a sub-contract on this job at Ashland, Ed all dealings have been through Ross Bros. Construction directly.

I have been paid through March, 1973 but it was always several months late & was always paid by Ross Brothers rather than W+H Construction.

I feel this is a valid claim on my part. I have equipment payments to meet & obligations to keep. Ross Brothers delay & payment has caused me no end of embarassment & loss & credibility with my creditors.

Sincerely,

J. A. Curtis

John A. Curtis
Monmouth, Or.

RECEIVED
JUL 24 1973
HIGHWAY
ADMINISTRATIVE SERVICES

Copy

STATEMENT

FROM J A Curtis
Rt 1 Box 74 A
Monmouth Ore. 6/5 1973

TO N & H Construction & Ross Brown Co

ADDRESS Buckhorn Oreg.

CITY Dec 6/10/73 1973
Ashland Job

TERMS Equipment Rental Grader & Scraper

		hrs	hrs	+	-
D-5	N H	38	10	380	—
D 7E	H H.	41½	14	581	—
D7-E	R B.	5½	14	77	—
530 Case	Buckhorn N H	16	5	80	—
Grader	N H	9½	8	76	—
				1194	—

Copy

RECEIVED
JUL 24 1973
HIGHWAY
ADMINISTRATIVE SERVICES

Copy

STATEMENT

FROM J. A. Curtis
Rt-1 Box 76 A
Monmouth Ore. 6/23 1973

TO N & H. Const. & Ross Bros. Const. Inc.

ADDRESS Brattain Ore.

CITY Due on or before 7/10/73 1973

TERMS Highland Job
Equipment Rental May 1 to May 31

			Rate	Total
D-7	W H	81	14.—	1134.—
580 Backhoe	W H	154	5.—	770.—
Grader	W H	66	8.—	486.—
		total		1691.50

RECEIVED
JUL 24 1973
HIGHWAY
ADMINISTRATIVE SERVICES

Copy

STATEMENT

FROM J A Curtis
Rt 1 Box 74 A
Wentworth Calif. 7/24 1973
TO N H Const. & Ross Bros Contr.
ADDRESS Bridge Calif.
CITY Due on or before 7/10/73 June 73
TERMS Equipment Rental June 1 - June 30

			Hrs	Rate	Total
D-7	N H		62	14.	868 —
530	backhoe	N H	1	5.	5. —
Loader	RB.		1	8.	8. —
Grader	N.H.		7½	8	60. —
			total		941.00

RECEIVED
JUL 24 1973
HIGHWAY
ADMINISTRATIVE SERVICES

Copy

ROSS BROS. CONSTRUCTION CO.
General Contractor
EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER
3501 BROOKLAKE RD. N.E.
SALEM, OREGON 97303

July 9, 1973

Mr. J. A. Curtis
Rt 1, Box 76 A
Monmouth, Oregon

Dear Mr. Curtis:

We have received your letter of July 2, 1973 requesting payment of equipment rental as billed to N & H Construction for the months of May and June in the amount of $2632.50.

Our agreement with Mr. Harris is that we will pay bills as authorized by him from his earnings as paid by the states estimates. At present this account is depleted of funds so it is impossible for us to take any action in this matter. Also since this equipment was rented to N & H Construction rather than to Ross Bros Construction it would be my suggestion that you make some arrangement for payment directly with Mr. Harris.

Very truly yours,

ROSS BROS CONSTRUCTION INC

G. G. Lundmark

GGL:lb
cc: August Harris

RECEIVED
JUL 24 1973
HIGHWAY
ADMINISTRATIVE SERVICES

799

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 16, 1973
10-35.7

In reply refer to:

SUBJECT: Oregon Project F-166(1)
File 46259 - Shaw

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe
Administrator & State Highway Engineer
Salem, Oregon

Administrative Right of Way Agent Chatwood's May 30, 1973 letter requests Federal participation in a $400 payment for loss of rent. The letter indicates that loss of rent is not a compensable item in Oregon.

It is our understanding that the septic tank system was within the right of way acquired for the project and a payment of $2,720 was made to the owner to connect the residential house to the City of Ashland sewer. In January of 1973 the septic tank system was crushed by heavy construction equipment which was operating on the acquired right of way. On July 13, 1972 Mr. Young's letter indicated the right of way was clear for purposes of construction PS&E. Evidently the City of Ashland did not complete the sewer before construction started in the area of the septic tank system.

Under these circumstances the $400 payment for loss of rent should remain in a nonparticipating status.

G. L. Green

RECEIVED
STATE HWY ENGR
JUL 17 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig
7-18-73

7799 6-25-73 5

.CNM

LRW CON RSB 167 6-25-73 1-25 PM

H S COULTER
C T KEASEY

WE WERE NOTIFIED THIS AM THAT STRUCTURE WORK ON PARK ST-PACIFIC HWY JOB CONTRACT 7799 IS SHUT DOWN AS OF 6-22-73.

J M WILSON

CW$^{3}_{4}$4.$^{17}_{88}$.

NOTED
H.S.COULTER

7777

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 30, 1973

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

RECEIVED
STATE HWY ENGR
MAY 31 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Charles Mathias
Federal Highway Administration

ORIGINAL SIGNED
K. A. CHATWOOD

K. A. Chatwood
Administrative Right of Way Agent

File No. 46259 - Shaw, Daniel N. & Myrtle M.
Park Street-Tolman Creek Road Section
Green Springs Highway
Jackson County

This letter is to ask that $400 payment for loss of rent be programmed as a participating cost. This is an unusual situation. As you know, normally, loss of rent is not a compensable item in the State of Oregon. Please refer to a letter from C. T. Keasey to J. H. Versteeg dated March 2, 1973 stating that Chief Counsel Lindas had apparently told Mr. Keasey that the Department had a moral obligation in this matter.

To briefly reconstruct the problem, when the right of way was originally appraised and negotiated, it was understood by the owner, the appraiser and the negotiator that the septic tank system was in the back yard of the property. The taking was off the front yard. However, during construction it was found that the septic system was in the front yard. In May of 1972 we made a settlement with the Shaws to compensate them for hooking up their rental house to the City of Ashland sewer, which was then being installed in this area of the City. However, delay after delay came about and the sewer was not hooked up until just the other day.

NOTED
F. B. KLABOE

On January 1, Resident Engineer Brown reported to J. X. Wilson, Assistant Regional Engineer, that the septic system had become inoperative due to the crushing of the drain field by the heavy equipment in the service road area. Consequently, the tenant in the property had to move out and the house became uninhabitable until the sewer system was reconnected. As a result, the owners

of the property suffered a four-month loss of rent of $100 a month. On the 23rd of May, the Shaws executed a release for consideration of $400 of this obligation.

Title III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 in its preamble concerns the treatment of property owners in Federal Programs, public confidence in Federal acquisition practices and seeks to avoid litigation and relieve congestion in the courts. In the spirit of this Act, I do not believe that any Congressman, Federal Highway Official, or State Official should deny these people a business loss they suffered because we happened to want to build a highway in front of their property; and because of other legislation and red tape, the City of Ashland could not get their sewer system in operation. They had environmental statements to be filed according to law, they had to get subsidies from the Federal Government and satisfy all the many regulations of the Federal Agencies. I don't believe that any of us can deny these people the $400 they lost due to the fact that Federal and State Agency programmed a highway project in their vicinity.

Again, I ask your earnest consideration of participation in this amount. For the present time, we have charged this consideration to a nonparticipating prefix.

Attachment
cc F. B. Klaboe
A. E. Johnson
V. E. Skoog
L. H. Young
M. R. Mitchell

7799

March 21, 1973

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. F-166(3)

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7799, Extra Work Order No. 7

Project Park St.-Pacific Hwy. (Ashland)

Highway Green Springs

County Jackson

The Order covers shifting the location of one manhole where excavation has been performed so that the manhole will accommodate two additional pipes which were not shown on the plans and rebuilding forms for another manhole due to an error in staking.

Attached is a copy of a letter from the Regional Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on February 2, 1973.

Your approval as of February 2, 1973 is requested.

JK:bb
Attach.

7799

March 21, 1973

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. F-166(3)

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7799, Extra Work Order No. 8

Project Park St.-Pacific Hwy. (Ashland)

Highway Green Springs

County Jackson

The Order covers installation and removal of stage construction striping as needed throughout the project.

Attached is a copy of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration District Engineer on March 1, 1973. Work began on the day prior to that, February 28, 1973.

Your approval retroactive to February 28, 1973 is requested.

JK:bb
Attach.

7799 21

Salem, Oregon
February 21, 1973

Mr. J. B. Boyd
Right of Way Engineer
BUILDING

47674 - Summit Invest. Co.
Park Street - Pacific Street Section
Green Springs Highway
Jackson County

Attached is a description, an authorization and right of way prints covering a permanent easement for a road approach across the subject property to service the U. S. Forest Service building, as requested by the Region Office.

Frank L. Hall
Design Engineer

By

Floyd O. Scott
Right of Way Description Engineer

FOS:tk

Attachments

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
February 6, 1973

SUBJECT: U.S.F.S. Road Approach
Park St. - Pacific Hwy.
Green Springs Hwy.
Jackson County

To: Frank Hall
Design Engineer
Salem, Oregon

Atten: Floyd Scott

As per your request for Field Data on the U.S.F.S. Rd. Approach on the above Project. Please find enclosed: One(1) - roll of X-sections and Profile, one (1) - sheet of X-sections notes, one (1) sketch map showing area and proposed permanent easement.

Returned to Region (Bill Maude) 5-20-74 [illegible]

See - J. X. Wilsons letter to Hall dated Nov. 14, 1972 re above-mentioned approach revision. Need slopes. Also Halls letter to Versteeg dated July 10, 1972.

Wm. H. Maude

Wm. H. Maude

Assistant Res. Engr.

116 - 773-4198

File 47674 to R/W 2-21-73

Hall
A. C[illegible]
Tu[illegible]
[illegible]
[illegible]
[illegible]

RECEIVED
FEB 9 1973
DESIGN SECTION

RECEIVED
FEB 9 1973
LOCATION SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To _____
Bring Up __/__/__
Other _____

RECEIVED
JAN 19 1973
FOR FILING

FOSTER

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

L. B. FOSTER CO.

REGIONAL HEADQUARTERS: ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000

7799

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

DATE: JAN. 16, 1973

TO: OREGON STATE HWY DEPT.
STATE HIGHWAY BLDG.
SALEM, OREGON

Dear Sir:

It is with a great deal of pleasure that we have commenced delivery of material to your property which is described as: ROSS BROS. CONST. INC.
PARK ST.-PACIFIC HIGHWAY ASHLAND SECTION OF GREEN SPRINGS HWY. JACKSON CO.
in the county of JACKSON, State of Oregon, and on the order of (contractor) ROSS BROS. CONST. INC. Although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the 8 day of JANUARY 1973, and a lien may be claimed for all such materials or supplies delivered on and after that date. The payment by owner or lender to the contractor does not remove the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, in fact, paid, and no further notice or any subsequent delivery to the owner is necessary.

This notice is sent to you as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the State of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice, that you do not understand, or if we can be of any other assistance to you.

Very truly yours,

L. B. FOSTER COMPANY

Aileen Roberts

Aileen Roberts
Office Manager

AR/vb
REGISTERED MAIL NO. 87552

JOB: OREGON STATE HWY. DEPT.
SALEM, OREGON
(address)

NOTED
C. W. HEAD

RECEIVED
JAN 18 1973
OREGON
STATE HIGHWAY COMMISSION

L. B. FOSTER CO. GENERAL HEADQUARTERS: PITTSBURGH, PA. • OFFICES IN PRINCIPAL CITIES
SAN FRANCISCO REGIONAL HEADQUARTERS:
ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000
SEATTLE, WASHINGTON • PORTLAND, OREGON • VANCOUVER, B. C. • ANCHORAGE, ALASKA • HONOLULU, HAWAII

P U B L I C J O B

Through the normal course of business, we would certainly not exercise a lien on your project — a project which is important to ourselves and to our customers. It is our understanding, however, that present laws dictate that we send this preliminary notice.

In order to preserve Lien and Stop Notice rights, a material dealer or sub-contractor has to send a preliminary notice, not later than 10 days after first delivery or commencement of work on each job, to the Prime Contractor.

We appreciate your cooperation in this matter, and hope that you will call if there are any questions.

L. B. FOSTER COMPANY

STATE COPY

FORM PR-33A (REV. 3-68)

OSHD (Johnson)
Region
Wash DC

12-8-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

ch

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	1	Jacksen	Oregon

Date of Inspection	Inspection Made By	Project No.
12-8-72	T. P. Lowe, Area Engineer	F-166(3)

In Company With
Bill Brown, Resident Engineer

Location
The project is located on the Green Springs Hwy between Park Street in Ashland and Interstate 5.

Contractor Name and Address
Ross Bros., Construction, Inc., Salem OR

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
8-14-72	$1,343,103.00	285 Cal Wk Days	8-25-72	9-1-72

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	34 %	20

Roadbed (Width) (Feet 0. to 0. of shoulders)

STRUCTURES OVER 20 FOOT LENGTH

DEC 26 1972

REGIONAL OFFICE

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)	TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Bituminous concrete	6203	0.703	3½	3½	70	Concrete	X121	0.060

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

to Const
CH Bridge
12-28-72

NOTED
A. E. JOHNSON

PARK STREET–PACIFIC HIGHWAY (ASHLAND)
GREEN SPRINGS HIGHWAY
Grading, Paving and Structures

The project will replace the existing 11' lanes with 4' shoulders and a 105' RR crossing bridge on timber trestle approach with a 70' curbed section providing for four 12' lanes, a 16' median and 3' offsets plus the curb. A 4½' sidewalk will be constructed on both sides throughout the section. The RR overcrossing will be replaced with a 315' prestressed concrete bridge with 6' walks on each side.

1. **Scope of Inspection:**

This was a very brief inspection made in passing between other projects in the area.

2. **Summary of Findings and Recommendations**

Although the percentage of work completed vs time elapsed is unfavorable it must be recognized that the initial work on this type of construction moves slowly. It is expected that as soon as the bridge substructure and culvert

(more)

12-28-72
CH Young

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

extensions are complete the rate of work will accelerate. Therefore the contractor's progress, although lagging, is considered satisfactory.

Traffic Controls

Traffic was traversing the construction areas without difficulty. Apparently most of the traffic is local and familiar with the day-to-day construction operations. However the potential of an unfamiliar driver becoming confused was apparent. The use, therefore, of additional intermediate construction signing and flagmen where necessary was discussed. This matter will be followed up during my next inspection.

RECEIVED
STATE HWY ENGR
DEC 27 '72
REFER TO
FOR
CHIEF ENGR
ASST ENGR
DIV ENGRS
DIST ENGRS
ASST

OREGON STATE HIGHWAY DIVISION

7799

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 29, 1972

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project No. F-166(3)

FROM ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7799 Extra Work Order No. 6

Project Park St. - Pacific Hwy (Ashland)

Highway Green Springs

County Jackson

During the excavation for the exterior footing at bent 2 no suitable material could be found to establish the proposed spread footing on. This order covers the cost of driving test piling to determine the need for piling and the order length. The test piling driven will also be incorporated in the footing.

Copies of the engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration District Engineer October 31, 1972.

Your approval as of October 31, 1972 is requested.

Attach.

BHW:dak

7799

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

21

Roseburg, Oregon
November 17, 1972

To: B. E. Brown
Resident Engineer

SUBJECT: Park St.-Pacific Hwy. Sec.
Green Springs Highway
Jackson County

We need to do some field work to assist Design in writing up a description for the slope easement needed for the new access to the U.S.F.S. Ranger Station on the above project.

Would you please prepare a sketch similar to the attached showing the dimensions of the required easement and send directly to Frank Hall, Attention Floyd Scott.

ORIGINAL SIGNED BY J. X. WILSON

J. X. WILSON
Region Construction Engineer

JXW/cw
Attach.

cc: L. W. Riley
Frank Hall

1 Hall
Olson
2
Swenson
K. Olson

RECEIVED
NOV 20 1972
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Sign ☐
Do not File ☐
Return to _____
Bring Up ___/___/___
Other _____

RECEIVED
NOV 1 1972
FOR FILING

7799

To: C. W. Head

54
10-31-72

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310
November 15, 1972

SUBJECT: State-Talent Irrigation District
Agreement
Park Street-Pacific Highway Section
Greensprings Highway
Jackson County

MISC. CONTRACTS and AGREEMENTS No. 4605

Our letter dated November 15, 1972, furnished the District a fully-executed copy of the subject agreement.

A resume of the pertinent provisions and the sections or units responsible for their execution are as follows:

1. Construction

   A. Perform the construction work detailed in Paragraph 4 of THINGS TO BE DONE BY STATE.

   B. Obtain District's approval of the work performed by the State for the District.

   C. Any deviation from the plan of adjustment of the District's facilities and the evaluation of flow lines requires District's concurrence.

2. Maintenance - Perform structural maintenance on all the District's facilities described in Paragraph 1 above, which are constructed on highway right of way.

3. Right of Way - Prepare and submit to the District the appropriate forms for the District to quick claim their rights as detailed in Paragraph 4 of THINGS TO BE DONE BY DISTRICT.

By a copy of this letter, xerox copies of the executed agreement are being distributed as follows:

cc: R. N. Bothman
E. H. Moehring - Attn Ruth Keller
J. F. Hagemann
J. H. Versteeg
G. T. Thornton
M. G. Havig

NOTED
FRAN NEAVOLL

T. W. Litchfield
Railroad and Utility Engineer

by Phil G. Preston

NOTED
C. W. HEAD

Phil G. Preston
Special Projects Engineer

PGP:jly

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 14, 1972

21

To: Frank Hall
Design Engineer
S A L E M

SUBJECT: Park St.-Pac. Hwy.
Green Springs Highway
Contract No. 7799

Way back in July you sent us a sketch showing a revision to the approach to the U.S.F.S. Ranger Station near Station 46+50 on the above project. We like the looks of this.

It is our opinion that the relocated approach opposite the "B" line connection eliminates a traffic conflict that would exist even though there was a planned left turn refuge. We recommend the approach be relocated as shown on your sketch.

If there is anything we need to do to assist in acquiring the necessary easement, please let me know.

J. X. Wilson

J. X. WILSON
Region Construction Engineer

JXW/cw

cc A. E. Johnson
C. T. Keasey
B. E. Brown
L. W. Riley

NOTED
W. E. COLE

1 Hall #
2 T
3 L
VF

RECEIVED
NOV 15 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receive Copy ☐
Do not File ☐
Return to ____
Bring Up ___/___/___
Other ____

11-16-72
JX Wilson to
Send in toes of
Slope for Scott to
rewrite the Ease (grade)

11-16-72
Will do when info. arrives
S.

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

A. W. KILDORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

7794

October 25, 1972

IN REPLY PLEASE REFER TO
GMO 78797
0-0-70-2

RECEIVED
STATE HWY ENGR
OCT 30 '72
REFER TO
FOR
Info | Approves | R/D | D/R | Sign | Act | File

NOTED F. B. KLABOE

Mr. T. W. Litchfield
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Referring to Oregon State Highway Contract No. 7799 covering reconstruction of Green Springs Highway Overpass at Milepost C-427.3-A near Ashland. Also refer to OPUC Order No. 72-500 Item 5B.

Automatic gates were placed in service at temporary crossing on October 19, 1972 at Crossing C-427.34.

Yours truly,

A W Kildorn

cc: Hon. Diarmuid F. O'Scannlain
Public Utility Commissioner
State of Oregon
Salem, Oregon 97310

ATTN: Mr. Lon Topaz
Assistant Commissioner

Copies to:

FB KLABOE
CT KEASLEY
JH VERSTEEG
BE BROWN
MG HAVIG

RECEIVED
OCT 27 1972
UTILITY UNIT

RECEIVED
OCT 2 0 1972

FOR FILE

7779

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 24, 1972

TO Victor D. Wolfe, Location Engineer
ATTENTION: James McClure

FROM Frank L. Hall
Design Engineer

SUBJECT Footpaths and Bicycle Trails for
Park St.-Pacific Hwy. (Ashland)

The following items are chargeable to footpaths and bicycle trails on the above-named project:

ITEM NO.	ITEM	UNIT	QUANTITY	ESTIMATED PRICE	ESTIMATED AMOUNT
50.	Concrete Walks	Sq.Yd.	2,880	8.00	23,040.00
59 thru 71	Structure	10'-3" Walk-85' 9" Br.	12% of $555,168		66,620.16
			TOTAL		89,660.16

Width 5'-1 1/2" 4'-6"

Length 630 5,420

Total of all contract items 1,343,103
7 % of contract in footpaths and bicycle trails.

NOTED
E. S. HUNTER

cc: E. S. Hunter
L. H. Young
C. T. Keasey
V. E. Skoog
D. A. Rdings
V. L. Gallagher

RECEIVED
OCT 25 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-65)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 16, 1972

1799

To: C. T. Keasey
Construction Engineer
S A L E M

SUBJECT: FHWA Phase Inspection
Construction Engineering
Medford Area

NOTED
A. E. JOHNSON

file

In response to your letter of October 5, 1972 and Mr. Lowe's inspection report of September 20, 1972, the following is submitted:

Summary of active Federal Aid projects assigned to Medford Resident covering month of September, 1972:

	PROJECT	% COMP.	WORK FORCE MEN	WORK FORCE SUPERV.	WORK EST. SEPT.	ENGR. COST
1.	5th St.-Oak St. (Phoenix)	65%	11	3	$61,000	$3,000
2.	Park St.-Pac. Hwy. (Ashland)	4%	13	2	98,000	2,400
3.	Neil Cr. Sec.(I-5)	55%	26	4	102,000	2,000
4.	Valley of Rogue Int. Calif. Line	75%	25	4	186,000	10,000
5.	Jumpoff Joe Cr.- Grants Pass	99%	22	2	74,010	12,000
			97	14	$521,000	$29,400

The Medford crew (080-66) on October 1, 1972 consisted of sixteen permanent experienced employees and eight temporary employees. Two experienced inspectors attached to the Region performs material testing and inspection. Three engineering trainees employed during the past construction season returned to school in mid-September. In addition, Keith Martin and his 4-man bridge crew performs all structural engineering in the Medford area.

RECEIVED
OCT 17 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

In summary, there was an average of 31 engineering employees in the Medford area to supervise and control some $521,000 worth of contract work. The average ratio of engineering employees (31) to the contractor's total work force (111), was 3.6 to 1.

Had there been more experienced engineering personnel available this past summer, we could have had a more efficient operation and reduced our overtime expense. Additional experienced people - inspectors, transitmen - were not available in either Medford or State-wide, so the Engineer worked around the resources available. This is a typical situation during peak activity with experienced people in short supply at the height of the construction season. By using overtime, temporary people, trainees and careful planning, all phases of inspection, testing, documentation and engineering were carried out in a completely satisfactory manner.

I too am somewhat puzzled by the statements concerning the Assistant Resident Engineer being on location projects. The Medford crew did very little, if any, location work from the end of March, 1972 until September, 1972. During this period, Mr. Purdy worked full time on construction in the duties assigned by the Resident. After the paving was completed on the Jumpoff Joe-Grants Pass project, I asked the Resident Engineer if some time could be devoted to the Head Road-Airport Road Section in Jackson County. This project has a high priority with Jackson County and we have had several requests to complete this project. I would have to conclude that the FHWA engineer did not have all the facts or misunderstood the role of the Assistant Resident Engineer.

The administration of the contract work in the Medford area has been carried out with a great deal of care. The projects in question have not suffered in any way and are, in fact, considered superior. Prior FHWA reports have been considered very favorable toward the contract work in progress and no deficiencies were noted.

If all phases of these projects were carefully evaluated, the finished projects, the testing, the record keeping, the documentation or whatever criteria one would care to use, the projects would rate very high. I consider it very unfortunate that the adequacy of engineering control and contract administration has been questioned. This is a very serious charge and deserves to

be fully investigated. We will be very pleased to make whatever investigations, inspections in depth or reports you think might be necessary to bring this to a satisfactory conclusion.

A report on the mobile phone installation is being submitted separately.

J. H. VERSTEEG
Region Engineer

JHV/cw

cc A. E. Johnson

RECEIVED
OCT 24 1972
FOR FILING

RECEIVED
STATE HWY ENGR
OCT 20 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Stan | Act | File

7799

October 16, 1972

TO: Mr. G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM: J. J. Smith, Relocation Supervisor
Oregon State Highway Division

SUBJECT: File No. 45352, Jensen
Park Street-Tollman Creek Road Section
Green Springs Highway

Your Reference F-166(1)

Please refer to your letter dated June 24, 1972 regarding the housing additive for this relocatee.

Please be advised that on June 28, 1972, our Right-of-Way agent, Mr. North, at our Roseburg office sent a correction letter to the Jensens advising them that they are still entitled to the full $15,000 additive even though we paid an additional $3,000 over the appraised value for the property acquired from them.

If you wish to see this letter, you will find it in our file in our Right-of-Way office.

NOTED
F. B. KLABOE

JJS/jp

cc Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell

RECEIVED
OCT 25 1972
FOR FILING

A. W. KILBORN
SUPERINTENDENT
C. T. SABERS
ASSISTANT SUPERINTENDENT
J. W. KERGUSON
DIVISION ENGINEER

1799

Southern Pacific Transportation Company

251 Union Station • Portland, Oregon 97209

October 13, 1972

IN REPLY PLEASE REFER TO
GMO 78797
0-0-70-2

Mr. T. W. Litchfield
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Please refer to Oregon Highway contract for the Green Springs Highway project at Ashland, Oregon.

The Ross Brothers Construction, Incorporated, contractor's insurance with Maryland Casualty Company Policy 31-569246, will expire on November 4, 1972. Request that you inform the contractor of the expiration of this policy and request that policy be extended prior to November 4, 1972, furnishing us evidence of extension of the policy.

Yours truly,

A W Kilborn
ctb

cc: Mr. Bill Brown
Resident Engineer
Post Office Box 368
Medford, Oregon 97501

Copies to:
C W Head
J H Versteeg
M G Havig

RECEIVED
OCT 16 1972
UTILITY UNIT

NOTED
C. W. HEAD

T

RECEIVED
OCT 13 1972
FOR FILING

cc: C. W. Her
G. M. Baluwin
F. B. Klaboe
V. E. Skoog
D. H. Moehring
T. W. Litchfield
J. H. Versteeg
Gary Ross
Gary Sund

PGP:dl dps

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7799

DATE October 12, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Agreement with Talent Irrigation District**
Green Springs Highway

In order to construct the Park Street-Pacific Highway (Ashland) Section of the Green Springs Highway, Jackson County, it is necessary to cross the facilities of the Talent Irrigation District. We have reached an agreement as follows:

The work consists of the installation of five irrigation pipe crossings of the highway and the installation of 4000 feet of irrigation pipe with various appurtenances along the northerly side of the highway. These pipe sizes vary from 8 to 12 inches in diameter. The work has been included in the contract at an estimated cost of $22,000.

The State will perform structural maintenance on all of the pipe installed within the highway right-of-way. The District will be responsible for structural maintenance of all of their facilities adjusted or relocated by the provisions of this agreement which lie outside of the highway right-of-way. The District will be responsible for operational maintenance of all of its facilities adjusted or relocated by the provisions of this agreement.

In the event future adjustments of the District's facilities, covered by this agreement, are required by the State, such adjustments will be performed at State expense.

The matter will be on the agenda for your consideration at the October 31 meeting. We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

OCT 9 - 1972

FOR FILING

7799

October 6, 1972

Mr. Wallace W. Bohning
Vice President
Jackson County Title Co.
P. O. Box 218
Medford, Oregon 97501

Dear Mr. Bohning:

Enclosed is right-of-way map 9B-8-22 covering the Park St. - Pacific Highway Section of Oregon 66.

An invoice to cover our printing costs will follow.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Enc.

GBC:pr

JACKSON COUNTY TITLE CO.

502 WEST MAIN STREET • POST OFFICE BOX 218
PHONE (503) 779-2811
MEDFORD, OREGON 97501

October 3, 1972

JACKSON COUNTY REPRESENTATIVE
TITLE AND TRUST DIVISION
OF PIONEER NATIONAL
TITLE INSURANCE CO.
PORTLAND, OREGON

Mr. L. H. Young
Design Section
Oregon State Highway Department
P. O. Box 30
Salem, Oregon 97310

Dear Sir:

This office would very much like to have a copy of strip map Drawing No. 9B-8-22, (or any revised drawings) of widening of Highway #66 through the City of Ashland to Interstate 5, to aid us in the location of property acquisitions.

Yours very truly,

JACKSON COUNTY TITLE CO.

By
Wallace W. Bohning
Vice President

WWB/jg

NOTED
R. D. AS[illegible]RY

RECEIVED
OCT 4 1972
PROGRAMING SECTION

Nelson

FILED
OCT 6 - 1972

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1972

1111

To: J. H. Versteeg
Region Engineer

SUBJECT: FHWA Phase Inspection
Construction Engineering
Medford Area

FROM: C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

Attached is a copy of a phase inspection report on construction engineering in the Medford area based on an inspection made on September 20, 1972 by Tom Lowe, Area Engineer, in company with Region Construction Engineer J. X. Wilson and Resident Engineer Bill Brown.

This report is quite critical of our ability to properly administer contract work in that area with the present staffing. I am somewhat puzzled by the statement in Mr. Lowe's report that the Assistant Resident Engineer assigned to Brown is working full time on location work if the contract administration is in fact suffering.

Please investigate this thoroughly to determine if the projects have suffered and give me a report on your findings -- and why Brown's Assistant is apparently not acting as such.

The comments about the mobile phone installed in Brown's car are also disturbing. No such installation has been authorized or formally requested to my knowledge. Please investigate this also and report on the necessity for this mobile phone, who authorized the installation, the total cost thereof, etc.

If, as the inspection report indicates, the mobile phone installation was paid for by a contractor, please advise the contractor's name and the particular con tract(s) involved. Also determine all costs to him related to this mobile phone and its installation and see that complete reimbursement is made.

Due date for this report is October 16, 1972.

RECEIVED
OCT 5 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

CTK:fw
Enc.
cc A. E. Johnson

7799 Park St.-Pac. Hwy. (Ashland) Sec. of Green Springs Hwy. in Ashland. (Grad., pav., & struct.) 1972 #1

~~C&A~~ [redacted]
C&A 4494 ✓ - 5-19-72
C&A 729 ✓ - 7-6-72
RR

Form FHWA-121 (12-6
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: September 29, 1972

In reply refer to: 10-35-DB

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects F-157(13), Fifth St.-Oak St. (Phoenix) #1139
F-166(3), Park St.-Pacific Highway (Ashland) - #1199
EPS-I-5-1(78)00, Neil Creek Section #1616
EHS-I-5-1(80)00, Valley of the Rogue Intcg-Calif. Line #1709
I-5-2(67)59, Jumpoff Joe Creek-Grants Pass Section #1561
Project Stage Inspection
Construction Engineering (Medford Area)

Attached is a stage inspection report regarding construction engineering inspection on the above projects located in the Medford area. As indicated in the report, there is reason to be concerned over the adequacy of engineering control that can be obtained based on existing conditions.

Please evaluate this situation and take whatever steps necessary to provide project staffing and construction inspection coverage commensurate with the work involved.

Enclosure

Approved
ASST. STATE HWY. ENGR.
10-3-72

all
Allow drains done
Comments
Leave to investigate

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
OCT 2 '72
REFER TO
FOR
Info | Ass | Ord | Dir | File | Ret | Ch

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

STATE COPY

FORM PR-33B (REV. 3-68) cc: OSHD (A E Johnson) Region Wash DC Engr Coord

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ Contact ☒ Project Stage Inspection ☐ Final Inspection

Region No.	Report No.	County	Division
10	*	Jackson	Oregon

Date of Inspection	Inspection Made By	Project No.
9/20/72	T. P. Lowe, Area Engineer	*

In Company With: J. X. Wilson, Reg Constr Engr; Bill Brown, Res Engr.

Quality of Work*	Progress of Work	Time Elapsed	Work Completed
N/A	N/A	N/A %	N/A %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

(*Not applicable for all Contracts.)

PHASE INSPECTION - CONSTRUCTION ENGINEERING
ASHLAND-MEDFORD-GRANTS PASS AREA

*Active Federal-aid projects assigned to the Medford Resident.

Project		Report No.
F-157(13)	Fifth St.-Oak St. (Phoenix)	3
F-166(3)	Park St.-Pacific Highway (Ashland)	2
EPS-I-5-1(78)00	Neil Creek Section	5
EMS-I-5-1(80)00	Valley of the Rogue Interchange-Calif. Line	5
I-5-2(67)59	Jumpoff Joe Creek-Grants Pass Section	13

1. Scope of Inspection

The State's engineering forces presently assigned to administer projects in the Grants Pass-Medford-Ashland area were reviewed.

2. Findings

The Medford Resident Engineer's staff consists of 13 permanent personnel and about 8 temporary employees at the time of this inspection. The Resident Bridge Engineer located in Grants Pass is assisting to administer the signing and structural aspects of several of the projects assigned to the Medford Resident. A location engineer has from time to time worked as assistant to the Medford Resident, but due to the present backlog of location work, he is spending fulltime on location work.

In addition to the above listed Federal-aid projects, the Medford Resident is administering three State projects.

His projects are scattered over a wide geographical area. Some are relatively small in dollar volume, but require an inordinate amount of engineering time. (Spot safety projects, bike paths, congested urban street widening, etc.) Due to the travel distances between jobs, and the inordinate number of small detailed problems, the Resident Engineer cannot adequately administer all of these projects alone.

(more)

Earlier this year a contractor paid for the installation of a mobile phone in the Resident Engineer's car. The State is paying the operating expenses of this phone. This mobile phone has been very valuable in helping the Resident Engineer administer his contracts.

3. Recommendations

a. Assignment of a full-time assistant resident engineer in the Medford office is strongly recommended.

b. The mobile phone has been a definite asset to the project administration. Radio communication between field laboratories, key field inspectors, survey parties, the resident engineer's office, and the resident engineer himself, will increase the efficiency of the engineering staff and avoid unnecessary delays to the contractor when unexpected problems arise which need immediate engineering decisions and/or action. I recommend the use of field radios for project administration be studied. In any event, I recommend that either radios or mobile phones when used, be paid for entirely through the State Highway Division.

RECEIVED
SEP 29 1972
FOR FILING

7799

September 27, 1972

Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Sir:

Park Street-Pacific Highway (Ashland)
Green Springs Highway
F.A. Project No. F-166(3)
Contract No. 7799
On-The-Job Training

Attached are four copies of a letter from Ross Bros. Construction Company detailing their proposed training programs for the four trainees specified on the subject project.

The two Carpenter apprentices will be trained in accordance with the approved Joint Apprenticeship and Training Councils program.

The programs for the Operating Engineer trainee (oiler) and Laborer trainee (form setter) are in accordance with the American Roadbuilders Association's training programs for these crafts. The proposed pay rates would be in compliance with the minimum rates specified for trainees under 7-2(3). As yet, training programs approved by the Federal Departments of Labor or Transportation have not been established which set the rates of pay for these two crafts.

It is believed that these programs meet the required standards under FHWA Order Interim 7-2(2) and your approval is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

Attachments

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
C. T. Keasey
Gene Huntley (enc.)

MDG:fr ja

ROSS BROS. CONSTRUCTION CO.
General Contractor
EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER
3501 BROOKLAKE RD. N.E.
SALEM, OREGON 97303

Routing: Pease, Glenn, Litchfield, Berg

RECEIVED
SEP 20 1972
CONSTRUCTION SECTION

September 15, 1972

M. D. Glenn
Const. Section EEO Officer
Oregon State Hgihway Department
Salem, Oregon 97310

Re: Park St.-Pacific Highway (Ashland)
Green Springs Highway
Jackson County, Oregon
Contract No. 7799

Dear Sir:

Pursuant to your letter dated September 12, 1972, regarding our proposed program to comply with ~~**~~ The Job Training requirements as stipulated in the special provision, I hereby submit our corrected program.

Trainees 1 and 2(Carpenters)

Approximate Training Time: 4½ months

Training: As per current Carpenters Apprentice Training Program.

Pay: Rates according to the state approved joint trainee program.

Trainee 2 (Oiler)

Approximate Training Time: 26 weeks or 1,040 hours

Training:

I. Orientation and safe use of tools of the trade.

A. Lubrication requirements of mechanical equipment - - 20 hours
B. Materials selection - - - - - - - - - - - - - - - - - - - 20 hours

II. Applied Techniques of the Oiler

A. Safety procedures - - - - - - - - - - - - - - - - - - 5 hours
B. Equipment characteristics and lubrication points- - 145 hours
C. Oil changes, filter changes, grease guns, hard packing of grease, greasing bearings- - - - - - - - 450 hours
D. Minor adjustments to drive chains and cluches - - - 150 hours

III. Shop and Field practices - - - - - - - - - - - - - - - - 50 hours

IV. Equipment Operation and Operation of Oil, Grease and Fuel Service Truck - - - - - - - - - - - - - - - - - - - 190 hours

A. Safety procedures - - - - - - - - - - - - - - - - - - 10 hours

Total- -1,040 hours

Pay:

Minimum starting wage: Recommended as prevailing unskilled labor rate in the area of the state where employed.

Minimum wage after 7 weeks or 280 hours: Unskilled labor rate plus 1/3 the difference between that rate and the prevailing wage in the classification in which training. = 90.6%

Minimum wage after 13 weeks or 520 hours: Unskilled labor rate plus 2/3 the difference betweenthat rate and the prevailing wage in the classification in which training. = 95%

Wage after successful completion of training program: " The prevailing wage in the area of the state where employed."

Trainee 4 (Labor or Form Setter)

Approximate Training Time: 18 weeks or 720 hours.

Training:

I. Orientation and Observation

A. Safety procedures - - - - - - - - - - - - - - - - - - -	5 hours
B. Observation of placing of forms - - - - - - - - - - -	20 hours
C. Observation of form stripping and setting of precast concrete -	30 hours

II. Care and Maintenance

A. Safety procedures - - - - - - - - - - - - - - - - - - -	5 hours
B. Help strip forms and clean area - - - - - - - - - -	25 hours

III. Actual Operation of Form Setting

A. Safe operating procedures - - - - - - - - - - - - - -	5 hours
B. Hold and help align forms. Drive stakes for braces, and help erect scffolding.- - - - - - - - - - - - - - -	150 hours
C. Observe and assist in setting precast concrete- - -	50 hours
D. Measures space between forms, fits together, lines plumbs vertically, sets to elevation - - - - - - - -	200 hours
E. Check forms while concrete is being poured- - - - -	230 hours
Total -	720 hours

Pay: Same procedure as per Oiler payment for wage.

Hope this plan and schedule meet your requirement and approval.

Very truly yours,
Ross Bros Construction, Inc.

N. C. Adre

cc: Bill E. Brown, Resident Engineer

Form A-105 (Rev. 6-70)

STATE COPY G-11

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7799

APPLYING TO CONTRACT PROJECTS

Order No. 6

Section Park Street - Pacific Highway (Ashland) Date September 12, 1972

Highway Green Springs F.A.P. No. F-166(3)

County Jackson Prefix 15-1055 Account No. 276-06

Description of Work To Be Done:

Permanent Signing

APPROVED EFFECTIVE DATE 9-19-72
Contingent upon modification of project agreement if additional lands are required.
BY: G K. Hoosner
District Engineer
TITLE
DATE 9-26-72
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Throughout project

Estimate of Quantities and Costs:

Lump Sum - - - - $2,500.00

Explanation:

Work to be performed by State Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$1,553,515.88
Present estimate of project cost, including $2,500.00 for work under this order	$1,553,515.88
Expected under-run / over-run (amount)	$None
Expected under-run / over-run (per cent)	None

Space to right of this line is for use of Salem Office

Submitted by: B W Brown
Resident Engineer

Approval Recommended: J X Nielsen
Regional Engineer

Approval Recommended: R. Reed
For: Construction Engineer or Bridge Engineer

Approved: A D Johnson
Asst. State Hwy. Engr. Construction Engineer

RECEIVED
SEP 25 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7799

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 22, 1972

TO C. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. F-166(3)

FROM L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7799, Extra Work Order No. 2

Project Park St.-Pacific Highway (Ashland)

Highway Green Springs

County Jackson

This Order covers the installation of a fence to contain livestock on property adjacent to the project. This work was not included as part of the contract.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, September 8, 1972.

Your approval as of September 8, 1972 is requested.

BMW:bb
Attach.

RECEIVED
AUG 29 1972

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-25-72

FOR FILE

FROM:
G.L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
P-523

F-[illegible]5(2)
STATE PROJECT NO.
PARK ST - PACIFIC HIGHWAY
COUNTY NAME
JACKSON
PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:
7-7-72
G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
AUG 28 '72
REFER TO
FBK
FOR
Info | Aves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	AUGUST 1, 1972	PRIMARY ROUTE #15 GREEN SPRINGS HIGHWAY #21

GENERAL LOCATION:
CITY OF ASHLAND

GENERAL DESCRIPTION OF WORK:
OUR AUTHORIZATION OF AUGUST 1, 1972 AUTHORIZING YOU TO PROCEED WITH ACTUAL ADJUSTMENTS FOR CITY OF ASHLAND'S POWER LINE FACILITIES IS AMENDED TO READ ACTUAL TEMPORARY ADJUSTMENTS FOR CITY OF ASHLAND'S POWER LINE FACILITIES.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) UTILITY ADJUSTMENT
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

8-29-72

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-25-72	G L Green	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 6-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7179 . .

STATE COPY

Form Approved; O.M.B. No. 04-R2085

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
8-63	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NO.	*(PPM 21-7)*	COUNTY
3	8-22-72	Jackson
		PROJECT NO.
		F-166(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 66 Jct. I-5 (Ashland) W. 0.71 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-72	0.702
OTHER *(Specify)*		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,515,692	$ 963,373

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. H. Curtis

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
Acting Division Engineer)

G. L. Green

Date executed by Division Engineer AUG 22 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines, it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

GPO 906-714

August 15, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM L. M. Young
Programming Engineer

SUBJECT Project No. F-166(3)
Park St.-Pacific Highway (Ashland) Section
Project Agreement

We are forwarding four copies each of a project agreement estimate and project agreement for the subject project. Two copies of the project agreement have been signed by a highway official.

CL:js

Oregon State Highway Division

Federal Aid
Project No. F-166(3)

PARK ST.-PACIFIC HIGHWAY (ASHLAND) SECTION

GREEN SPRINGS HIGHWAY IN JACKSON COUNTY

Salem, Oregon, August 15, 1972

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 29+20 to Sta. 66+25)

Mobilization	All Required		$ 60,000.00
Temporary Protection and Direction of Traffic	All Required		20,000.00
Clearing and Grubbing	All Required		40,000.00
Removal of Structures and Obstructions	All Required		5,000.00
Ditch Excavation	70 cu.yd.	4.00	280.00
Embankment in Place	109,000 cu.yd.	1.30	141,700.00
Trench Excavation	2,300 cu.yd.	4.00	9,200.00
Finishing Roadbed and Slopes	All Required		6,000.00
Watering	1,600 M-Gal.	5.00	8,000.00
Bituminous Base Mixture	9,200 ton	8.30	76,360.00
Asphalt in Bituminous Base	510 ton	37.00	18,870.00
Plant Mix Aggregate Base	29,200 ton	4.50	131,400.00
Class "B" Asphalt Concrete Mixture	9,100 ton	8.30	75,530.00
Asphalt Cement in Mixture	590 ton	37.00	21,830.00
Asphalt in Tack Coat	5 ton	100.00	500.00
3/4" - 0 Aggregate in Prime Coat	340 cu.yd.	10.00	3,400.00
R-C 250 Asphalt in Prime Coat	58 ton	100.00	5,800.00
Class "A" Concrete in Box Culvert	110 cu.yd.	137.00	15,070.00
Reinforcement in Box Culvert	17,000 lb.	0.17	2,890.00
12-inch Culvert Pipe	680 lin.ft.	5.00	3,400.00
18-inch Culvert Pipe	150 lin.ft.	6.50	975.00
24-inch Culvert Pipe	110 lin.ft.	8.50	935.00
36-inch Culvert Pipe	80 lin.ft.	12.00	960.00
48-inch Culvert Pipe	120 lin.ft.	29.50	3,540.00
6-inch Siphon Pipe	130 lin.ft.	3.50	455.00
8-inch Siphon Pipe	1,940 lin.ft.	4.50	8,730.00
10-inch Siphon Pipe	230 lin.ft.	5.00	1,150.00
12-inch Siphon Pipe	240 lin.ft.	6.00	1,440.00
12-inch Sewer Pipe	3,240 lin.ft.	6.50	21,060.00
15-inch Sewer Pipe	900 lin.ft.	8.00	7,200.00
18-inch Sewer Pipe	400 lin.ft.	10.00	4,000.00
24-inch Sewer Pipe	90 lin.ft.	12.00	1,080.00
Concrete Manholes	6 only	600.00	3,600.00
Concrete Inlets, Type B	2 only	300.00	600.00
Concrete Inlets, Type G-1	2 only	320.00	3,520.00

Concrete Inlets, Type G-2	3 only	370.00	1,110.00
Concrete Inlets, Type CG-1	20 only	320.00	6,400.00
Concrete Inlets, Type CG-2	9 only	370.00	3,330.00
Concrete Diversion Boxes	3 only	700.00	2,100.00
8-inch Drain Pipe	400 lin.ft.	4.00	1,600.00
Special Filter Material in Drains	45 cu.yd.	10.00	450.00
8-inch Metal Slide Gates	3 only	150.00	450.00
10-inch Metal Slide Gates	2 only	160.00	320.00
12-inch Metal Slide Gates	3 only	180.00	540.00
6-inch Gate Valves	1 only	200.00	200.00
Irrigation Turnouts	10 only	200.00	2,000.00
2-inch Galvanized Steel Water Pipe	80 lin.ft.	4.00	320.00
Concrete Shoulder Barrier	1,600 lin.ft.	10.00	16,000.00
18-inch Paved Culvert End Slopes	1 only	100.00	100.00
Concrete Walks	2,880 sq.yd.	8.00	23,040.00
Concrete Driveways	560 sq.yd.	8.00	4,480.00
Concrete Curbs	170 cu.yd.	60.00	10,200.00
Extra for Asphalt Approaches	17 only	100.00	1,700.00
Loose Riprap, Class 50	120 cu.yd.	10.00	1,200.00
Salvage and Reinstall Chain Link Fence	60 lin.ft.	2.00	120.00
Adjusting Manholes	4 only	400.00	1,600.00
Reconstructing Concrete Manholes	8 only	400.00	3,200.00
Roadside Seeding and Mulching	6 acre	500.00	3,000.00
			$787,935.00

Flagging (60% of Contractor's Cost)	All Required	$ 6,100.00
Railroad Protection Cost	All Required	24,000.00
Permanent Pavement Striping	All Required	300.00
Stage Construction Striping	All Required	200.00
Temporary Erosion Control	All Required	1,000.00
On the Job Trainee (4 @ $800)	All Required	3,200.00
		$ 34,800.00
Subtotal		$822,735.00
10% Engr. & Cont.		82,273.00
Total		$905,008.00

Type Code X121
Bridge No. 406A (Sta. 38+65.73 to Sta. 41+81.31)

Bridge Removal Work	All Required		$ 20,000.00
Shoring, Cribbing, Etc.	All Required		15,000.00
Structure Excavation	1,280 cu.yd.	4.00	5,120.00
Structure Excavation Below Elevation Shown	100 cu.yd.	10.00	1,000.00
Furnish HP 12x53 Steel Piling	2,720 lin.ft.	5.40	14,688.00
Drive Steel Piles	64 only	168.00	10,752.00
Splice Steel Piles	16 only	40.00	640.00
Class A Concrete (1,843 cu.yd.)	All Required		210,375.00
100'/105' Type 4 Prestressed Beams	13 only	4,077.00	53,001.00
105'/110' Type 4 Prestressed Beams	26 only	5,617.00	146,042.00
Reinforcement (412,000 lbs.)	All Required		62,600.00

Pedestrian Handrail	640 lin.ft.	22.00	14,080.00
1 1/2-inch Electrical Conduit	680 lin.ft.	2.75	1,870.00
	Subtotal		$555,168.00
	10% Engr. & Cont.		55,516.00
	Total		$610,684.00

Length of Roadway - - - - 0.642 mile
Length of Structure - - - 0.060 mile

Total 0.702 mile

Cost of Roadway Per Mile- $1,409,669.78

Retained in Program

Permanent Signing	All Required	$ 2,500.00
	Subtotal	$ 2,500.00
	10% Engr. & Cont.	250.00
	Total	$ 2,750.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 905,008.00	$575,223.00	$329,785.00
Structure	610,684.00	388,150.00	222,534.00
Subtotal	$1,515,692.00	$963,373.00	$552,319.00
Retained in Program	2,750.00	1,750.00	1,000.00
Total	$1,518,442.00	$965,123.00	$553,319.00

Work by Southern Transportation Co.	All Required	$ 25,735.00
City of Ashland Utility Adjustments	All Required	24,000.00
		*$ 49,735.00

*Note: Adjustment of utility and railroad facilities are programed and are to be collected under Project F-166(2).

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - ~~100%~~ 90% B-8-10%
Contract No. 7799
Prefix - 15-1055

R.R. PROTECTIVE COST; ASHLAND - I-5 SECTION

From SPTC Estimate & Letter Dated 6-18-71

	Labor	Equipment & Expenses
Engineering Inspector	10,800	5,100
Flagging	2,500	
Subtotal	13,300	5,100
Additives 39.85%	5,300	
Total	18,600	5,100

Total R.R. Protective Cost - - - - - - - - - - - - - $23,700

State will stand $24,000 R.R. Protective Cost

PARK STREET-PACIFIC HWY. (ASHLAND) SECTION

Nonparticipating - State Work

Furnish and Adjust Mail Box Posts	All Required	$ 300.00
Bicycle Route Signing	All Required	200.00
		$ 500.00

U. S. DEPARTMENT OF TRANSPORTA[illegible] - FEDERAL HIGHWAY ADMINISTRATION

SEP 5 - 1972

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-21-72

FOR FILE

FEDERAL AID PROJECT NO.	F-166(2)
STATE PROJECT NO.	PARK ST.-PACIFIC HIGHWAY
COUNTY NAME	JACKSON
PROGRAM STAGE (Check)	X 2.

FROM:
G.L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

8 21-72

PROGRAM NO.

ITEM NO.
P-523

RECEIVED.
STATE HWY ENGR
AUG 24'72
REFER TO

TO:
7799

cy 8-31-72

G. M. BALDWIN,
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

8.25-72 Job number as per your memo

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	AUGUST 1, 1972	PRIMARY ROUTE #15
		STATE ROUTE NUMBER: GREEN SPRINGS HIGHWAY #21

GENERAL LOCATION:
CITY OF ASHLAND

NOTED
A. E. [illegible]

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR CITY OF ASHLAND'S POWER LINE FACILITIES EFFECTIVE AUGUST 1, 1972. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $5,446.55 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) UTILITY ADJUSTMENT

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

OUR PROGRAM MEMORANDUM DATED 4-3-72 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 2-14-69 AND PPM 30-4.1 DATED 10-1-69.

WE APPROVE THE AGREEMENT WITH THE CITY OF ASHLAND CONSISTING OF YOUR 8-8-72 UTILITIES & RAILROAD ENGINEER'S LETTER, THE CITY OF ASHLAND'S 8-2-72 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S 8-11-72 LETTER.

RECEIPT OF MR. M. C. HAVIG'S 8-8-72 AFFIDAVIT OF THE CITY OF ASHLAND'S PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE SUBMITTED FOR APPROVAL AT A LATER DATE.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-21-72	C R Berghardt	for ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
NOV FILING
7799

Salem, Oregon

August 10, 1972

Bill E. Brown, Resident Engineer

SIGNED B.
COPY

L. H. Young, Programing Engineer
Contract 7799
Park St. - Pacific Highway (Ashland)
(Bid Item 63
Furnish Steel Piling)

Please note this bid item has been set up for both participating and non-participating quantities.

The extent of FHWA participation will be only the piling length actually incorporated in the work. The difference between the total order length and the length actually incorporated in the work will be nonparticipating.

PAY ESTIMATE PROCEDURE (Bid Item 63)

Prior to Semifinal Submission

1. On progress estimates enter all quantities as participating.

Semifinal Estimate

1. Adjust the participating quantity to the total length actually incorporated in the work.

2. Enter the difference (order length - length actually incorporated in the work) as nonparticipating.

A tabulation of the piling actually incorporated in the work should be submitted with the semifinal data.

VG:hds

cc: A. E. Johnson
W. J. Hart
J. H. Versteeg

FOR FILE

7799

Southern Pacific Transportation Company

A. W. KILBORN
SUPERINTENDENT
C. T. BARENS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 Union Station • Portland, Oregon 97209

July 18, 1972

IN REPLY PLEASE REFER TO
GMO 78797
0-0-70-2

Routing
Keasey — Pease
Bond — Glenn
Walker — Litchfield
Johnsen — Berg

RECEIVED
JUL 19 1972
CONSTRUCTION SECTION

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield, Railroad & Utility Engineer

Dear Sir:

Please refer to your letter of July 7, 1972, forwarding plans and specifications for the Green Springs Highway project at Ashland, Oregon.

In reviewing the specifications, request that the following items be added to the specifications:

1. Page 9, Special Provisions 107.24, Relations with Railroad Company.

   A minimum notice of 48 hours be given railroad in advance of any blasting in order that proper protection may be given.

2. An addition to the provisions be inserted that the detour road is not to be placed in service until the flashing lights and automatic gates are in operation.

NOTED
E. S. HUNTER

The inclusion of the above items in the Special Provisions will be appreciated.

Yours truly,

A W Kilborn

RECEIVED
JUL 20 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Copies to: E S Hunter
F L Hall
C G Swenson
J H Versteeg
B E Brown
M G Hanig
C T Keasey

RECEIVED
JUL 24 1972

FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-18-72

FROM: 1799
G. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. P-527

FEDERAL AID PROJECT NO. F-166(3)

STATE PROJECT NO. PARK ST - PACIFIC HWY SECT.

COUNTY NAME JACKSON

PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

7-20-72

Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
JULY 5, 1972	JULY 5, 1972	PRIMARY ROUTE 15 / GREEN SPRINGS HIGHWAY ROUTE #21

GENERAL LOCATION:

ASHLAND, OREGON

GENERAL DESCRIPTION OF WORK: AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING $6,100 - TEMPORARY EROSION CONTROL $1,000 - ON THE JOB TRAINING $3,200 - RAILROAD PROTECTIVE SERVICES $24,000 - PERMANENT PAVEMENT STRIPING WITH STATE FORCES $300 - STAGE CONST STRIPING $200.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $6,100.00; TEMPORARY EROSION CONTROL $1,000.00; ON THE JOB TRAINING $3,200.00; PERMANENT PAVEMENT STRIPING WITH STATE FORCES $300.00; STAGE CONSTRUCTION STRIPING $200.00; RAILROAD PROTECTIVE SERVICES $24,000.00
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JUNE 30, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THIS AUTHORIZATION IS CONDITIONED ON YOUR OBTAINING THE RIGHT TO ENTER AND USE ALL RIGHT OF WAY PRIOR TO REQUEST FOR CONCURRENCE IN AWARD.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-18-72	G L Green	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
JUL 1 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7299

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 13, 1972

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

FROM L. H. Young
Programing Engineer

SUBJECT Right-of-Way Clearance
Park Street-Pacific Hwy. (Ashland)
Oregon Project No. F-166(3)

Right-of-way on this project was not clear as of the date of authorization to advertise as the enclosed right-of-way status reports indicate.

The two files involved, 46252 and 46274, have no improvements on them and we will file condemnation to obtain ownership prior to July 20, 1972, which will clear all the right-of-way for the project. Notification in the specifications is not being made because all property will be clear prior to the bid opening and because there aren't any buildings on the two properties to show there might be a right-of-way problem and also because there will be no delays to the contractor because of access.

All individuals and families have been relocated to decent, safe and sanitary housing or the State did make available to relocatees adequate replacement housing in accordance with the provisions of IM 80-1-71 as certified in the attached status report dated July 5, 1972.

Attach.

DAR:dg

cc C. G. Swenson
John Oakes
R. N. Chase

RECEIVED

FOR FILING

7794.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 10, 1972

TO J. H. Vergeeg, Region Engineer
P. O. Box 1128
Roseburg, OR 97470

FROM Frank L. Hall
Design Office Engineer

SUBJECT Park Street-Pacific Highway Section
Green Springs Highway

Plans for the subject section show a street connection ("B" Line) on the left near Station 46+40. A connection to the U.S.F.S. Ranger Station is shown on the right opposite Station 47.

Mr. Hunter asked that we see what could be done to line these connections up with each other. I am enclosing a sketch showing the realignment of the approach to the Ranger Station that will accomplish this.

This revised connection would require reverse curves and a poor approach into the Ranger Station parking area. An additional amount of easement would also be required. It is my feeling that this revision is not necessary due to our having a 16 foot median that will permit a left turn movement into the staggered approach; however, I do not know how much traffic is involved and would appreciate your recommendation on this change.

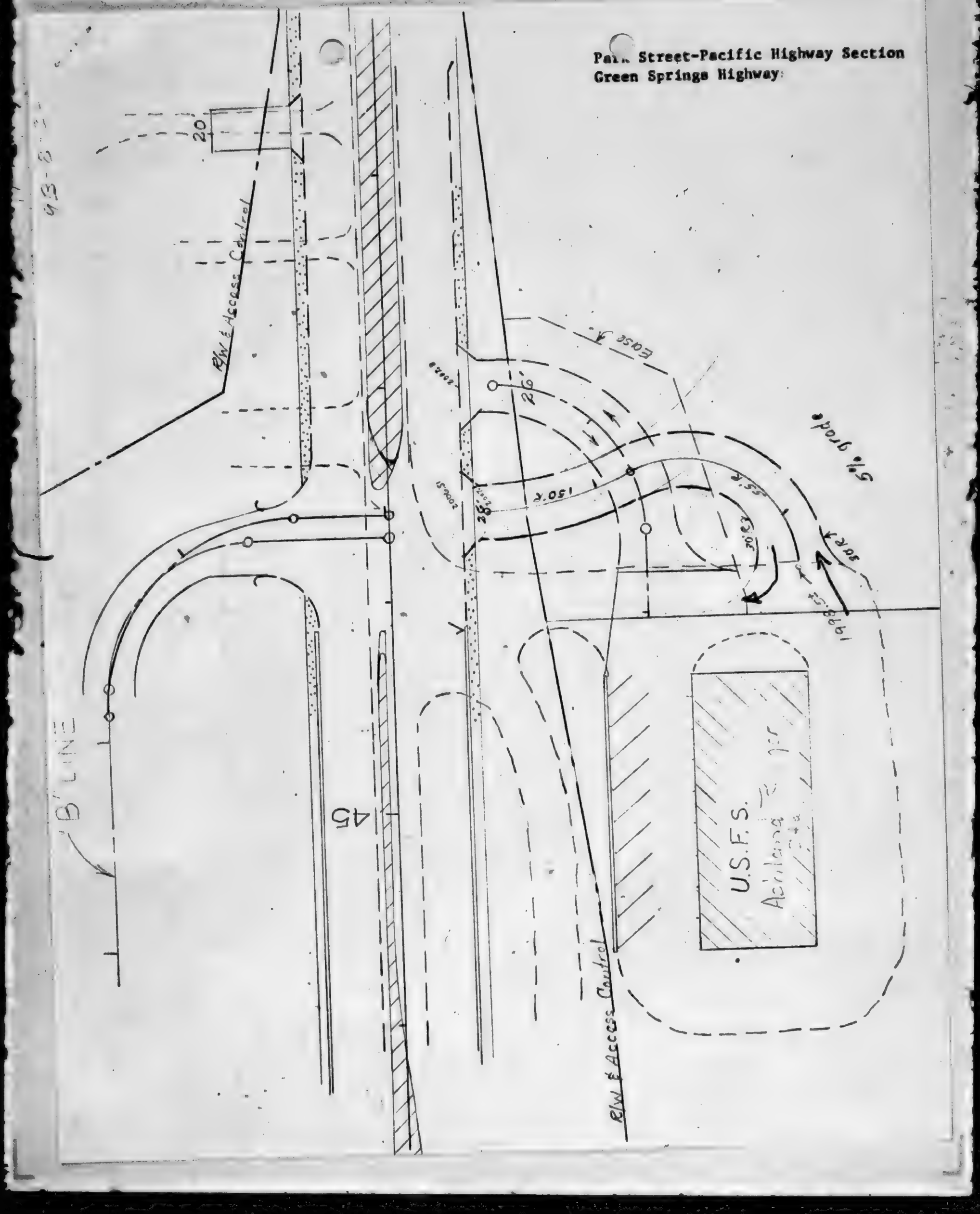
The bidding plans are printed and in the hands of bidders so this change, if made, would be during construction.

RECEIVED
JUL 11 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FLH:jh
cc: E. S. Hunter
C. T. Keasey

NOTED
E. S. HUNTER

Park Street-Pacific Highway Section
Green Springs Highway



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files

RAILROAD COMPANIES
FILE No. 729

7799

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1972

[redacted]

To: Mr. Floyd Query
Secretary
State Highway Commission
B U I L D I N G

SUBJECT: Construction Agreement and
Easement Indenture
Park Street-Pacific Highway
(Ashland) Section
Green Springs Highway
Jackson County
PUX 829 SXF 590
R/W File No. 46417

Herewith you will find the State's counterparts of the construction agreement and easement indenture, each dated June 8, 1972, from the Southern Pacific Transportation Company providing for the construction of the above captioned project.

The indenture grants the State the permanent easement for the structure over the railroad. Appropriate action with this document should be taken by the Right of Way Section. The Maintenance Section should take note of this document and observe the various provisions pertaining to future maintenance and use of the highway over and across railroad property.

The agreement pertains to the construction of the new structure and the temporary grade crossing. It should be observed by the Construction and Bridge Sections until the project is completed. The Resident Engineer will be required to approve the bill for work performed by the Railroad listed in Exhibit "A" of the agreement, and the Accounting Section will ultimately pay this bill after approval.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: F. B. Klaboe
A. E. Johnson
W. J. Hart w/agreement
L. H. Young " (4)
C. T. Keasey "
D. H. Moehring "
R. N. Bothman "
J. L. Sollis "
J. H. Versteeg "
R. L. Lammert "
M. G. Havig "

7-7-72
noted in agreement book
NOTED
C. W. HEAD

GP 52475-734

cc: J. H. Versteeg
bc: George M. Baldwin
Tom Edwards
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. H. Young
R. E. Royer
D. H. Moehring

OREGON STATE HIGHWAY DIVISION

7799

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 29, 1972

Mr. Allen A. Aasing
Department of Public Works
Ashland, Oregon 97520

Dear Al:

This is in reference to the improvement of the Green Springs Highway (ORE 66) between ORE 99 and I-5 in Ashland, a matter of long-standing concern to both City and State.

We currently plan on calling for bids on the Park Street-Pacific Highway Section (S.P. Overcrossing) in late July and, pending clearance of all matters relative to this section, would anticipate starting construction prior to September.

Future reconstruction of that portion of Ashland Street (ORE 66) from Park Street westerly to Siskiyou Boulevard (ORE99) has been discussed on previous occasions, as well as being subject of correspondence and meetings. You will recall that discussion at our meeting of January 21, 1972, revolved around the proposal of reconstructing this portion as a cooperative project based on a 25% City and 75% State cost-sharing ratio. It is my recollection that the City was concerned as to how its portion of costs could be provided.

Will you please review this matter and let us know if the City is willing to consider the possibility of entering into an agreement based on extended or deferred payment. We would be glad to meet with you to explain the procedure, proposed agreement, administrative and Highway Commission approvals, and available funds.

Your continued interest and cooperation on this and other highway programs in the Ashland area are appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By D. N. Harwell lat
D. N. Harwell
Assistant Engineer
County and City Section

DNH:lat

RECEIVED
JUN 30 1972
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
F. B. KLABOE

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

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JUN 30 1972
FOR FILING

7799

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

June 27, 1972

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MC CULLOCH
FRANK C. MC KINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

Mr. Tom Edwards
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: In the matter of the application of the State of Oregon, by and through its State Highway Commission, for authority to reconstruct an overcrossing on the Green Springs Highway, Park Street - Pacific Highway (Ashland) Section, over the tracks and right of way of Southern Pacific Transportation Company and for authority to construct a temporary crossing at grade over the tracks of Southern Pacific Transportation Company, all in the northwest quarter of the northwest quarter of Section 14, Township 39 South, Range 1 East, Willamette Meridian, City of Ashland, Jackson County, Oregon.

SXF 590 PUX 829

Dear Tom:

Herewith I hand you a copy of Order No. 72-500 issued by the Public Utility Commission under date of June 23, 1972, relative to the above subject matter.

Very truly yours,

NOTED
F. B. KLABOE

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

NOTED
E. S. HUNTER
cc Hall

JLS:gv
Enclosures
cc: C. R. Burghardt
F. B. Klaboe
Walter J. Hart
Frank Morgan
R. N. Bothman
J. H. Versteeg
T. W. Litchfield
R. L. Lammert 6-29-72
R. P. Hamilton
H. S. Cox

FBK

ED

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date

Order No. 72-500

Crossing No. C 427.30A

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 590

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to reconstruct an overcrossing on the Green Springs Highway, Park Street-Pacific Highway (Ashland) Section, over the tracks and right of way of Southern Pacific Transportation Company and for authority to construct a temporary crossing at grade over the tracks of Southern Pacific Transportation Company, all in the NW 1/4 of the NW 1/4 of Section 14, Township 39 S, Range 1E, Willamette Meridian, City of Ashland, Jackson County, Oregon	ORDER

On May 10, 1972, the State of Oregon, by and through its State Highway Commission, duly filed an application with the Commissioner seeking authority to alter an existing overcrossing structure over the tracks and right of way of the Southern Pacific Transportation Company in Ashland, Jackson County, Oregon. Authority was also requested to construct and maintain a temporary crossing at grade during reconstruction of the overcrossing structure.

Copies of the application were duly served upon Southern Pacific Transportation Company, Pacific Power and Light Company, Pacific Northwest Bell Telephone Company, California-Pacific Utilities Company and the City of Ashland, Oregon.

Due consideration has been given to the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) Authority to alter the overcrossing structure as requested herein is hereby granted.

(2) Applicant shall, at its own expense, construct and maintain the overcrossing structure and all highway appurtenances thereto.

(3) Southern Pacific Transportation Company shall, at its own expense, maintain the railroad facilities on the overcrossing structure.

(4) Authority to construct and maintain a temporary crossing at grade as requested herein is hereby authorized.

(5) Southern Pacific Transportation Company, subject to reimbursement by applicant, shall:

(a) Construct and maintain the temporary grade crossing authorized herein.

(b) Install and maintain two commissioner's standard No. 2 flashing light signals augmented with commissioner's standard No. 4 automatic gates and auxiliary gongs at appropriate locations at the temporary crossing.

(c) After completion of the project, remove the temporary crossing and the attendant automatic signalization.

(6) Applicant, at its own expense, shall install and maintain standard advance warning signs at appropriate locations on the crossing approaches.

(7) Applicant shall notify the Commissioner upon completion of the project and closure of the temporary crossing at grade.

Made, entered and effective JUNE 23 1972.

PUBLIC UTILITY COMMISSIONER OF OREGON

Diarmuid F. O'Scannlain, acting for
Public Utility Commissioner

OREGON STATE HIGHWAY DIVISION

7799

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 20, 1972

To Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308 Attention: H. A. Schell

ORIGINAL SIGNED
L. L. WALLACE

From L. L. Wallace
Bridge Design Engineer

Subject Park St.-Pacific Hwy. (Ashland) Section
Green Springs Hwy.
Jackson County
Green Springs Hwy. Oxing of S.P.R.R.
Br. No. 406A

Please substitute the attached prints of Drawings 26982 through 26986 for those transmitted with our June 7, 1972 letter.

These prints reflect the change from a 68 to 70 foot roadway requested by you.

LLW/ag
Attachs.

cc A. E. Johnson
V. Skoog
L. H. Young
F. Hall

NOTED
A. E. JOHNSON

RECEIVED
JUN 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

TRANSACTION NUMBER 6-30

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-16-72

BY (Signature): MR. YOUNG'S JUNE 7, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 527 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
527	F-166(3)	0.71	1,500,000	953,400	PARK ST. – PACIFIC HIGHWAY SECTION (ASHLAND)	GRADE, DRAIN, HIGH TYPE PAVEMENT AND ONE STRUCTURE.

6-16-72

6-19-72
Gjm

REMARKS (Division)

RECEIVED
JUN 20 1972
FOR PROG.
7799

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		6-16-72	G. L. GREEN, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

7799

FORM S-30 (REV. 10-69)

21

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1972

To:

Mr. Frank Hall
Design Engineer

B U I L D I N G

SUBJECT: Park St.-Pacific Hwy. Sec.
Green Springs Highway
Jackson County

CONTRACT LETTING - JULY 27, 1972

The contractor should remove the following improvements as part of the contract:

File #	Grantor	Type	Station	Location
46261	Oskar	House, Garage, Shed	36+50	491 Clay St., Ashland
46257	Murphy	House, Garage	34+50	550 Faith St., Ashland

The contractor should be held off the Jensen property, File 45352, Sta. 44+00, until August 26, 1972, as this house will be removed by others.

W. H. HASKIN
Property Manager

cr
cc: D. H. Moehring
John Oakes
Duane Ridings
L. H. Young
Trial Section
J. H. Versteeg
L. W. Riley
C. G. Swenson

1 Hall H
2
3 T
4
R. Olson VT

RECEIVED
JUN 16 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Return Receipt ☐
Do not file
Return by ____
Bring Up ___/___/___
Other ____

June 9, 1972
(date)

City of Ashland
City Hall
Ashland, Oregon 97520

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Green Springs Hwy. FA-12

Section Park Street-Pacific Hwy.: Grade, Pave & Strs.

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
JUN 22 1972
ENGR. ☑ COOR. ☑ CE ☐ AE ☑ UE ☑
UPE ☑ CE ☑ RE ☑ RPE ☐

6-12-72
(date)

By Brian D. Almquist
City Administrator

By _____
Commissioner

By _____
Commissioner

cc: L. H. Young
Attn: Duane Ridings

RECEIVED
JUN 9 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7799

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 7, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Program Data Submission**
Project F-166(3)

We are submitting program data for one project, Item No. 527, Project No. F-166(3), "Park Street-Pacific Highway (Ashland) Section", which we desire to have included in the Federal-aid Primary Highway Program.

It is our present intention to receive bids for this project on July 27, 1972.

Copies of State and District 8 Clearinghouse approvals were submitted previously under Project F-166(2).

JG:bb
Enclosures

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

June 7, 1972

FEDERAL-AID P
(PPM 2

CARD 2	REPORT NUMBER (19) (20): 1	PROJECT LOCATION (45 typewriter spaces) (21 … 55): SR 66 Jct. I-5 (Ashland), W. 0.71 Mi.	ADT	PRESENT (66): 4,200	FUTURE (70): 9,500	YEAR (71): 92

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28 … 62): Gr., Dr., H.T. Pave., 1 Str.	NATL. FOREST (63) (65)	FM ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUT (74)
CARD 4	CLASS OF FEDERAL FUNDS: Primary						COUNTY NAME	
	NAME OF URBAN AREA (17-31): Ashland						ROUTE NO. P	FEDERAL-AI 15

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE (43 … 46)	STEP 53	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJECT C TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67)
5					PE		SR 66 Jct. I-5 (Ashland), W. 0.71 Mi.			
5					ROW					
5					CONST (CODE) 6203 X121		"Park St.-Pacific Hwy. (Ashland) Sec."	0.71	1,500,000	953,400
							PROJECT TOTALS	0.71	1,500,000	953,400

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23) (24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

SENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
4,200	9,500 (66) (70)	92 (71) (72)	10	Oregon	35 (2) (3)	012 (4) (9)	527 (14) (18)

AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	L Projects Only POST MI.	DESIG.
(71)	(72) (73)	(74) (75)	F- 14	166 23 7	(3) 13	(24) (26)	27

COUNTY NAME: Jackson — CODE: 029 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. P — FEDERAL-AID: 15 (32) — STATE: 21 (36) (37) — U.S. (41)

ESTIMATED PROJECT COST BY PHASES

	FEDERAL FUNDS (66) (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
				Gr., dr., H.T. pave a 68'-curbed section with four 12' lanes, 16' median & 2' curb offset ea. side. Const. one bridge (L. 315'-7", H.C. 68') R.R. protective service. ROW-86' min.; Access control-partial; Park. restrictions-complete.
00	953,400	546,600		
00	953,400	546,600		

(23) (24) (93) REMARKS

Additional Data: Items 496 & 523, Projects F-166(1) and F-166(2).

OVER

USCOMM DUSCOMM-DC 48905-P61

PARK STREET-PACIFIC HIGHWAY (ASHLAND) SECTION
PROJECT NO. F-166(3)

Existing Facility: Two 11' lanes asphalt concrete pavement with 4' shoulders. 105' Reinforced conc. RR O'xing with 19' H.C. and timber trestle approaches.

Adjacent Sections:

West End: Two 11' lanes H.T. pavement with 4' shoulders.

East End: Two 12' lanes H.T. pavement with 8' shoulders constructed under Federal-aid Project No. I-5-1(35)12.

Project Data: The project consists of the following:

Roadway: Grade, drain and high-type pave a 68-foot curbed section providing four 12-foot travel lanes, 16-foot median and a 2-foot offset each side from the curb. Construct a 4-1/2-foot concrete walk adjacent to the curb on each side (walks are necessary based on the fact the project is in an urban-type area and there is not enough clearance on the roadway itself for pedestrian and vehicular traffic without hazardous conflict). Provide railroad protective service. (Type Code 6203)

Structure: Hwy. over railroad, Br. No. 406A, prestressed concrete beams, length 315'-7", H.C. 68', 6' walks on each side. (Type Code X121, Est. Cost $446,000)

NOTE: (1) Adjustment of utilities and railroad facilities including preparatory work is programed under F-166(2).

(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

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6' walks on
$446,000)

cilities in-
nder F-166(2).

HWA order
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ted in the PS

Railroad Data:

Name of Railroad - - - - - - - Southern Pacific Transportation Co.
No. of Tracks- - - - - - - - - 1 (mainline)
No. of Trains- - - - - - - - - 6 daily
No. of High-Speed Trains - - None
Exist. Crossing Protection - Grade separation structure
Proposed Protection- - - - - New grade separation structure
Railroad Benefits- - - - - - None

Clearinghouse Approvals:

a. State- - - - - - - - - - - March 17, 1970 and January 19, 1971
b. District 8 - - - - - - - - April 6, 1970 and January 29, 1971

Environmental Statement: Negative declaration received FHWA concurrence April 1, 1971.

Public Hearing: Location/design hearing held February 19, 1970 and none requested for the Tolman Cr. Rd.-Pacific Hwy. I-5 portion. Certification as required by Section 128, "Public Hearings", of Title 23, U.S.C., submitted April 16, 1971.

Location/Design Approvals: FHWA memos of May 15, 1970 (Park St.-Tolman Cr. Rd.) and April 30, 1971 (Tolman Cr. Rd.-Pac. Hwy., I-5).

System Action, Airports, Water Development, Historical and Recreation Areas: None involved.

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JUN 8 - 1972
FOR FILING
7799

June 7, 1972

Executive Department
Federal Aid Coordination Unit
240 Cottage Street, S. E.
Salem, Oregon 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Primary Project:

Item No.	Project No.	Section Name
327	F-166(3)	Park St.-Pac. Hwy. (Ashland) Sec.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY L. H. YOUNG

L. H. Young
Programing Engineer

JG:bb
Enc.

cc: R. N. Chase
B. L. Gifford

7779

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 19, 1972

TO C. T. Keasey
Construction Engineer

FROM M. D. Glenn
Federal Liaison Engineer

21

SUBJECT Borrow Source
Park St.-Pacific Highway Section
Green Springs Highway
Jackson County

Per your instructions, I discussed with Bill Brown the use of the excess material from the Neil Creek Slide Section as a possible borrow source for the subject project.

Bill assured me that 100,000 cubic yards of borrow would be available in the stockpile site by September 1, 1972 and probably would be available by July 27, the date on which bids for this contract are to be received. There will have to be provisions made for entrance into the stockpile site at Neil Creek. A sketch of the requirements has been sent to the Region office. Also a copy of a letter from Halvorson-Montag giving their blessings to the use of this material is being forwarded. No conflicts at the stockpile site are anticipated.

MDG:fr

cc: Frank Hall
J. H. Versteeg
Bill Brown

1 Hall H
A. Olson
2 Terpin T
Scott
3 Swenson
R. Olson
Tout

RECEIVED
MAY 19 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

NOTED
W. E. COLE

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JUN 2 2 1972
FOR FILING
7799

5m
5-16-72

MISC. CONTRACTS and
AGREEMENTS No. 44494

May 19, 1972

City of Ashland
City Hall
Ashland, Oregon 97520

Attention: W. E. Bartelt
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement with the City of Ashland concerning construction of the Park Street-Pacific Highway Section of the Green Springs Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Attachment

bc H. S. Cox (conf. agree.)

7799

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

21

DATE May 18, 1972

TO J. H. Versteeg
Region Engineer
P. O. Box 1128
Roseburg, OR 97470 ATTENTION: J. X. Wilson

FROM Frank E. Terpin
Final Design Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

SUBJECT Borrow Source
Park St.-Pacific Hwy. Sec.
Green Springs Highway
Jackson County

This office concurs in your recommendation to use the excess material from the Neil Creek Slide Section as a mandatory borrow source for the subject project.

We have been assured by Mr. Versteeg that the material will be stockpiled in Disposal Area "A" and available for use by the contractor on the subject project when he needs it.

The contractor on the subject project will be required to clean up the site as directed by the engineer.

FET:jh
cc: C. G. Swenson
Bill Brown
W. E. Cole

1 Hall K
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout KT

RECEIVED
MAY 18 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

7779

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 11, 1972

2

To: Frank Terpin
Final Design Engr.
S A L E M

SUBJECT: Borrow Source
Park St.-Pacific Hwy. Sec.
Green Springs Highway
Jackson County

Bill Brown has suggested, and I agree whole-heartedly, that waste material from the Neil Creek Slide Section be used as a mandatory source for the above project. This material could be stockpiled at Waste Area "A" until such time as needed for the Green Springs job. Access to and from the stockpile site from the freeway appears excellent with temporary ramps constructed as indicated on the attached sketch. I would anticipate almost no inconvenience to the traveling public.

The material from the slide we have seen is excellent for fill and the haul to the Green Springs project would be approximately 4½ miles, a good share of which is downhill in the loaded direction.

Please let us know if you concur in this recommendation.

J. X. Wilson

J. X. WILSON
Region Construction Engineer

JXW/cw
Attach.
cc C. T. Keasey

Terpin - Wanted to give us
Verstag in more details - such as
when will material be
available for Ashland contract #

1 Hall
A. Olson
2 Terpin Copy
Scott
3 Swenson Copy
R. Olson
Trout

RECEIVED
MAY 12 1972
DESIGN SECTION

Requires Reply ☑
Requires Approval ☐
Receiver Keep ☐
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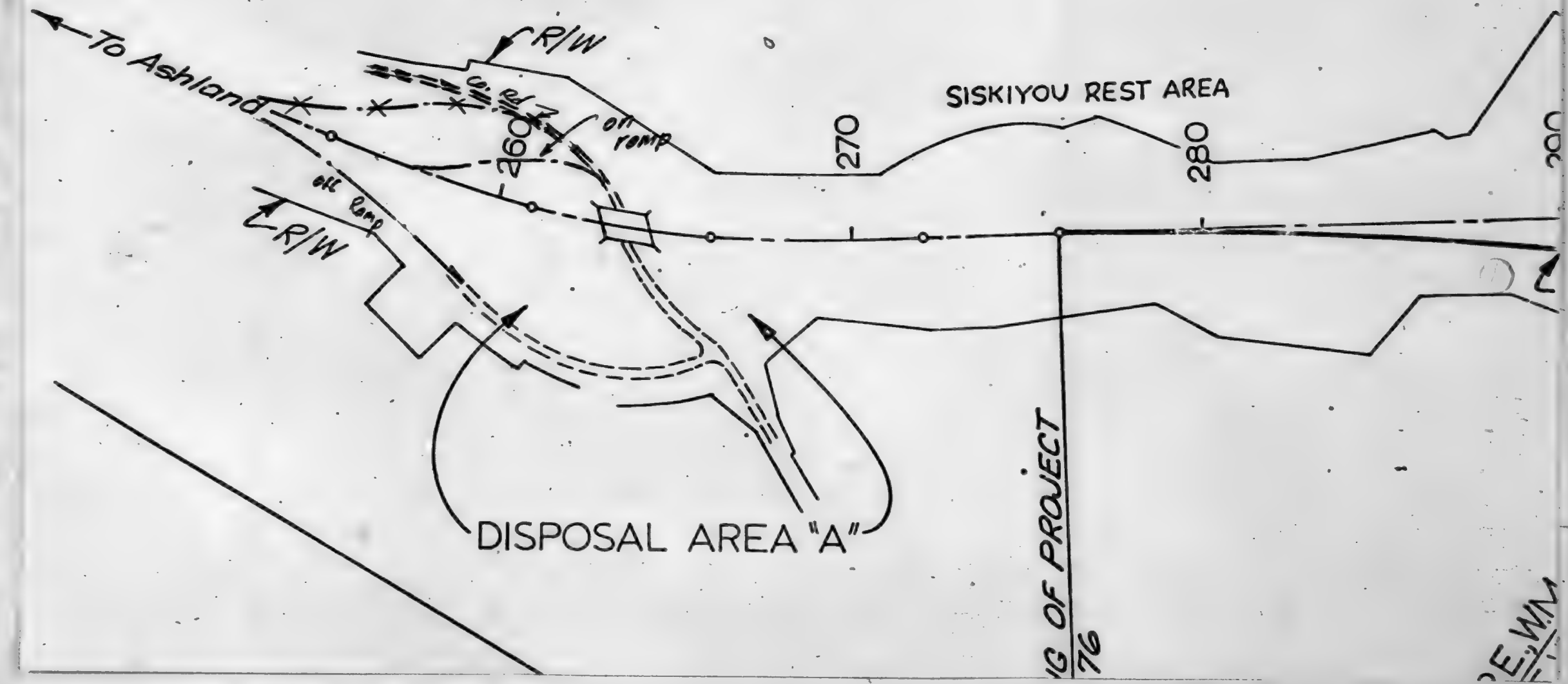
Other


TO Ashland
R/W
Co. Rd.
off ramp
260
270
SISKIYOU REST AREA
280
off Ramp
℄ R/W
DISPOSAL AREA "A"
G OF PROJECT
76

RECEIVED
MAY 11 1972
FOR FILING

7799

DATE May 9, 1971

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Railroad Agreement and Indenture
Green Springs Highway (Ashland)

There will be on the agenda for the meeting of May 16 a construction agreement and indenture with the Southern Pacific Transportation Company providing for the construction of the Park Street-Pacific Highway Section of the Green Springs Highway in Ashland. The indenture grants the State the right to construct and maintain an overcrossing structure which must be commenced within two years of the effective date of the agreement.

The construction agreement allows the State to construct a temporary grade crossing until the overcrossing structure is completed and requires installation of crossing gates at the grade crossing. The detour, grade crossing, and crossing gates will all be removed upon completion of the structure. The State is to reimburse the railroad for all costs it incurs as a result of this project, which include preliminary engineering, temporary and permanent signal and communication line adjustment, installation and removal of crossing gates, and grade crossing on the detour, and railroad protective costs. This is estimated to be $49,735.

Upon completion of construction, the State is to maintain the structure and all other highway appurtenances. The railroad is to maintain all railroad facilities.

We recommend your approval.

cc: Floyd Query
F. B. Klaboe
C. T. Keasey
L. H. Young
J. H. Versteeg
Gary Sund
George M. Baldwin
A. E. Johnson
T. W. Litchfield
V. E. Skoog
Gary Ross

TWL:dl srb

bc: Floyd Query ✓
George Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. H. Young
V. E. Skoog
D. H. Moehring
F. L. Hall
Victor Wolfe
H. S. Cox
J. H. Versteeg
Gary Ross
Gary Sund

MCH:ljt cg

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 8, 1972

AGENDA
MAY 16 1972
5 M

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Agreement with the City of Ashland
Green Springs-Highway

The City of Ashland has executed an agreement concerning construction of the Park Street-Pacific Highway Section of the Green Springs Highway, lying entirely within the corporate limits of the City.

This agreement provides for construction and maintenance of the project by State, and covers all right-of-way acquisition, grading, drainage, base, paving, signing, and a new separation structure carrying the highway over the railroad. The City concurs with State's recommendation for closure of Clay Street and has agreed to cooperate with the State in the normal manner to effect plans for the project. Certain streets and frontage roads are to be constructed as a part of the project and, upon completion, the right-of-way acquired by the State for this purpose will be relinquished to the City for jurisdiction and control.

This project is scheduled for contract at the July 27 bid opening and has an estimated cost of $1,500,000.

This matter will be on the agenda for your consideration at the May 16 meeting. I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

(A)
COPIES TO BE SIGNED

NOTED
FLOYD QUERY

Hwy 21, Ashland

Ashland — I-5 Section
Tolman Cr Rd

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

RECEIVED
COUNTY & CITY SECTION
MAY 11 1972
ENGR. COOR. CE AE UE
UPE CE RE RPE

REFERRED TO
Advise
BY

CITY HALL
503-482-3211

City of Ashland

ASHLAND, OREGON
97520

May 5, 1972

RECEIVED
MAY 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Oregon State Highway Division
Salem, OR 97301

Gentlemen:

It has recently come to our attention that Jackson County is willing to participate in the construction of curb, gutter, and asphalt paving on certain county roads within the city limits if the city will assume ownership subsequent to the improvements.

County participation would amount to the cost of the pavement portion. Cost of curb and gutter, base rock, and preparation would be the responsibility of property owners, as in the case on any street paving project within the city limits.

It appears that Tolman Creek Road would qualify for county participation, and the purpose of this letter is to notify property owners abutting Tolman Creek Road, between Highway 66 and Highway 99, of a public hearing scheduled for Monday, May 15, at 7:30 p.m. in the Council Chambers of City Hall, Ashland, to explore the possibility of this improvement utilizing county participation.

The proposed project would consist of curbs, gutters, and asphalt paving on Tolman Creek Road to a width of 44 feet. Stakes will be placed by the Engineering Division showing the proposed width prior to the scheduled meeting.

We currently estimate that costs to the abutting property owners would be approximately $7.22 per front foot.

If you have any questions regarding the above information, please contact the Engineering Division, City Hall.

5-11-72
Letter & Copy
of Petition
Ref Ashland Hgts
5-16-72

RECEIVED
MAY 8 - 1972
STATE HIGHWAY COMMISSION

Sincerely,
Allen A. Alsing, P.E.
Director of Public Works

Mike Horton

By: Mike Horton
Engineering Technician II

slk

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MAY 11 1972
FOR FILING
7799

May 5, 1972

Mr. Diarmuid F. O'Scannlain
Public Utility Commissioner
Public Service Building
Salem, Oregon 97310

Attention: Lon Topaz

Re: PUX 829
Detour Crossing of Southern Pacific Railroad, Park Street-Green Springs Interchange (Ashland Section, Green Springs Highway, Jackson County

Dear Sir:

Please find enclosed an original and six copies of the application of the State of Oregon in the above entitled matter. Would you please make service upon the interested parties and process this matter as quickly as possible. Your cooperation in this matter will be greatly appreciated.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:jm

cc: Tom Edwards
J. H. Versteeg
F. D. Morgan
T. W. Litchfield

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MAY 9 19..
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Docket No. _____

Crossing No. _____

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY
SEPARATED CROSSING

Formal Title: _____

_____

_____

_____

_____

_____

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY
SEPARATED CROSSING

1. Name of Applicant: State of Oregon, by and through its State Highway Commission
   Address: State Highway Bldg., Salem, Oregon 97310

2. Statutory authority under which this application is made ORS 763.030.

3. Location of proposed project: City Ashland

   County Jackson.

4. This project will reconstruct ~~(over) (under)~~ a public highway known as the Green Springs Highway.

5. This project will cross (over) ~~(under)~~ the tracks and right of way of the Southern Pacific Transportation Co. (Railroad).

6. List the proper parties of interest.

   A. Southern Pacific Transportation Co.
   B. State of Oregon
   C. Pacific Power & Light
   D. Pacific Northwest Bell
   E. California Pacific Utilities Company
   F.

7. What is the average annual daily traffic (vehicular) count? 4200

8. What is the average volume of train movements per day?

   Passenger _____ Switch _____ Freight 6

9. The location of the proposed construction is in the NW 1/4 of the NW 1/4 of Section 14, in Township 39 S., Range 1 E., Willamette Meridian.

10. Who will construct the ~~xxxxxxx~~ structure?

A. State of Oregon

B. _____

11. Who will pay for such construction?

Name of Party	Percent of Cost
State of Oregon	100

12. Who will maintain the ~~xxxxxxx~~ structure?

A. Highway facilities State of Oregon

B. Railroad facilities Southern Pacific Transportation Co.

13. Who will pay for said maintenance?

A. Highway facilities State of Oregon

B. Railroad facilities Southern Pacific Transportation Co.

14. Is there to be an impairment of clearances during construction? Describe:

None

15. Is a temporary crossing at grade necessary during construction? Describe:

Temporary crossing at grade on detour approximately 125' south of existing structure (c-c). Detour section at crossing provides 2-12' travel lanes plus 2-10' bus stopping lanes. Detour is on 100' vertical curve at crossing approaching crossing from the west on ascending grade of 2.04% and approaching from the east on an ascending grade of +0.81%.*

16. Are the maps and drawings required by OAR 43-045 attached to this application? ~~yes~~ (See attached sheet for details.)

*Station of "intersection" is at detour Station "D" 41+87.01 P.O.C. equals Station RR 1071+96.0 P.O.T.

17. Other items of construction and cost distribution:

The temporary grade crossing will be installed at state expense and will be protected by automatic crossing gates. Upon completion of construction the detour and crossing gates will be removed. In this instance, since the grade crossing is temporary and necessary for construction of the project, State will reimburse Railroad for cost of maintenance of the crossing surface and automatic protection.

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at _____, Oregon, this _____ day of _____, 19___.

_____
(Applicant)
Bridge Engineer, Oregon State Highway Division

_____
(Attorney)

STATE OF OREGON)
County of Marion) ss.

I, _____, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

_____
(Notary Public for Oregon)

My Commission Expires _____

Ashland
Crop Const

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 28, 1972

TO H. S. Cox
City & County Engineer
B U I L D I N G

FROM Frank E. Terpin
Final Design Engineer

RECEIVED
COUNTY & CITY SECTION
MAY 1 1972
ENGR. CONST. RE UE
UPE CE RE RPE

SUBJECT Park Street-Pacific Highway (Ashland) Section
Green Springs Highway
Jackson County

It is desirable that Clay Street (North) will be closed during the construction of the subject project. The closure is expected to last approximately 30 days. Traffic presently on Clay Street can be routed to the north to Main Street as shown on the accompanying sketch.

Please contact the City of Ashland to determine if this proposed closure is agreeable with them. — ⊛

⊛ letter from agreement not needed, as we can close temporary during construction.
D.D.H.
see prior agree. signed by City

FET:jh
Enclo.
cc: J. H. Versteeg
V. D. Wolfe
W. E. Cole

RECEIVED
COUNTY & CITY SECTION
MAR 1 1972
☑ ENGR. ☐ OSSR. ☐ CE ☐ AE ☐ UE
☐ UPE ☑ GE ☐ RE ☐ RPE

ASHLAND

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 9,949

Scale in Feet

Revised August 1964

SHEET ARRANGEMENT

1	2	
3	4	5

SHEET 4 OF 5 SHEETS

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - cy – City Hall
  - cr – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

SIGNED ROUTES

- INTERSTATE
- U.S.
- ORE.

LEGEND

- Post Office
- School
- R. R. Depot
- Street o
- Street d
- City Limi

7779

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

21

DATE April 26, 1972

TO J. H. Versteeg
Region 3 Engineer
Roseburg, Oregon 97470

FROM Frank E. Terpin
Final Design Engineer

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
APR 26 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

SUBJECT Borrow Source
Park St.-Pacific Highway Section
Green Springs Highway
Jackson County

Telephone conversation with Resident Engineer, Bill E. Brown, indicates the borrow source originally proposed for the subject project is now located in a built up area and it probably would be impossible to get permission from the planning commission to use it.

Will you please institute an investigation to locate another source that will provide the 100,000 cu. yds. of borrow required for the project, unless you think it appropriate for the contractor to find his own source.

Also it was originally intended that the surfacing aggregates would be from commercial sources. Please review this proposal and recommend if it is still the method you wish to use.

FET:jh
cc: V. D. Wolfe
Bill E. Brown
W. E. Cole

TRANSACTION NUMBER 4-1

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-3-72

BY (Signature): MR. YOUNG'S MARCH 29, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 523 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
523	F-166(2)	0.80	52,000	33,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
PARK STREET - PACIFIC HIGHWAY SECTION (ASHLAND)	UTILITY AND RAILROAD ADJUSTMENTS.

4-6-72
Young

RECEIVED
APR
STATE HIGHWAY ENGINEER
SALEM, OREGON

4-3-72

RECEIVED
APR 3 - 1972
DIVISION 1

2796

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH NECESSARY UTILITY AND RAILROAD PREPARATORY WORK.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-3-72	FOR: DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
APR 6 - 1972
FOR FILE

4-3-72

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-166(2)

STATE PROJECT NO.: PARK ST. - PACIFIC HIGHWAY SECTION (ASHLAND)

FROM: R. E. SIMPSON, DIVISION ENGINEER, SALEM, OREGON

PROGRAM NO.:

ITEM NO.: P-523

COUNTY NAME: JACKSON

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO: 7799

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
APR 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER

4.6.72 gmt

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	APRIL 3, 1972	PRIMARY ROUTE 15 / GREEN SPRINGS HIGHWAY ROUTE 21

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR CITY OF ASHLAND'S WATER AND SEWER FACILITIES EFFECTIVE APRIL 3, 1972. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $22,492.31 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [X] OTHER (Specify) UTILITY ADJUSTMENT.
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS.

REMARKS

OUR PROGRAM MEMORANDUM DATED APRIL 3, 1972 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT, EFFECTIVE ON THAT DATE.

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 2-14-69 AND PPM 30-4.1 DATED 10-1-69.

WE APPROVE THE AGREEMENT WITH THE CITY OF ASHLAND CONSISTING OF YOUR 1-19-72 UTILITIES AND RAILROAD ENGINEER'S LETTER, THE 3-10-72 CITY OF ASHLAND'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S 3-27-72 LETTER. RECEIPT OF MR. JOHN E. HOLCOMB'S AFFIDAVIT OF THE CITY OF ASHLAND'S PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE SUBMITTED FOR APPROVAL AT A LATER DATE.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-3-72	/s/ [illegible] NOTED TOM EDWARDS	FOR: DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
FOR FILING
7799

March 29, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

FROM George H. Baldwin
Administrator of Highways
By

L. H. Young
Programing Engineer

SUBJECT Program Data (Utilities & RR Adjustment)
Park St.-Pacific Highway (Ashland) Section
Project No. F-166(2)

We are submitting program data for a Primary Federal-aid Project, Item 523, Project No. F-166(2), Park Street-Pacific Highway (Ashland) Section (Utilities and Railroad Adjustments) which we desire to have included in the Federal-aid Primary Highway Program.

We hereby request your approval to proceed with the Utility and Railroad preparatory work.

Enclosed are copies of the State and District 8 Clearing-house approvals.

Enc.

CL:dg

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

3-30-72

FEDERAL - AID PR

(PPM 21

CARD 2 — REPORT NUMBER (18)(20): 1 — PROJECT LOCATION (45 typewriter spaces) 21 65: 0.5 mi. E. Jct. US 99 (Ashland) to E. 0.8 mi.

ADT — PRESENT: 4,200 — FUTURE (66): 9,500 — YEAR (70)(71): 92

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62: Utility and Railroad Adjustments — NATL. FOREST (63)(65): — FH ROUTE NO. (66)(68): — SUPV AGCY (69): — DA CLASSIF. (70): — DA AREA (71): — EMERG. YR. (72)(73): — PL. AUTH (74):

CARD 4 — CLASS OF FEDERAL FUNDS: Primary — COUNTY NAME: Jackson — NAME OF URBAN AREA (17-31): Ashland — ROUTE NO.: P — FEDERAL-AID: 15

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43 46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)
1	(14-15)	(16)	41	42					ESTIMATED PROJECT CO	
5					**PE**		0.5 mi. E. of the Jct. US 99 (Ashland) to E. 0.8 mi.			
5					**ROW**					
5					**CONST** (CODE) Y040 Y060		Park Street-Pacific Highway (Ashland) Section	0.80	52,000 (1,500,000)	33,000
							PROJECT TOTALS	0.80	52,000	33,000

(16) (23)(24)

CARD 1 — CODE 1 — PREPARED BY

1 — 14 — PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	4,200	9,500	92	10	Oregon	35	012	523

V AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only: POST MI.	DESIG.
					F-	166(2)			

COUNTY NAME: Jackson — CODE: 029

ROUTE NO.: P — FEDERAL-AID: 15 — STATE: 21 — U.S.:

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Utility and railroad adjustments incl. prep. work. (Future 4-12' lanes H.T. pave with 16' median, 3' shldrs & 315' RCDG RR O'Xing Str.)
0.80	52,000 (1,500,000)	33,000	19,000		ROW - 100' min.; access control - partial; parking restrictions - complete.
0.80	52,000	33,000	19,000		

REMARKS

Additional Data Item 496 Project F-166(1)

-OVER-

USCOMM DUSCOMM-DC 48905-P61

PARK STREET-PACIFIC HIGHWAY (ASHLAND) SECTION
PROJECT NO. F-166(2)

Existing Facility: Two 11' lanes asphalt concrete pavement with 4' shoulders. 105' reinforced conc. RR O'xing with 19' H.C. and timber trestle approaches.

Adjacent Sections:

West End: Two 11' lanes H.T. pavement with 4' shoulders.
East End: Two 12' lanes H.T. pavement with 8' shoulders constructed under Federal-aid Project No. I-5-1(35)12.

Project Data: The work consists of adjustment of the following utility and railroad companies facilities on this highway section to facilitate the construction project which is contemplated in the near future.

Utility	Estimated Cost
City of Ashland (water)	$16,000
City of Ashland (sanitary sewer)	7,000
City of Ashland (power)	1,500
Southern Pacific Transportation Co.	27,500
	$52,000

Railroad Data:

Railroad	Southern Pacific Transportation Co.
No. of Tracks	One (main)
No. of Trains	Six
No. of High-Speed Trains	None
Present Protection	O'xing Structure
Proposed Protection	O'xing Structure (New Structure)
R.R. Benefits	None

Clearinghouse Approvals:

a. State - March 17, 1970 and January 19, 1971
b. District 8 - April 6, 1970 and January 29, 1971

Environmental Statement: Negative declaration received FHWA concurrence April 1, 1971.

Public Hearing: Location/design hearing held February 19, 1970 and none requested for the Tolman Cr. Rd.-Pacific Hwy. I-5 portion. Certification as required by Section 128, "Public Hearings", of Title 23, U.S.C., submitted April 16, 1971.

Location/Design Approvals: FHWA memos of May 15, 1970 and April 30, 1971.

System Action, Airports, Water Development, Historical and Recreation Areas; None involved.

RECEIVED
FOR
2999

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 21, 1972
Salem, Oregon

NOTED
A. E. JOHNSON

To:

T. W. Litchfield
Railroad & Utilities Engineer
Construction Section
B U I L D I N G

SUBJECT:

S.P.R.R. Oxing
of Parks St. to Pacific Hwy. Sec.
Green Springs Hwy.
Jackson County
Bridge No. 406A

It is planned to call for bids for the widening of the subject section on July 27, 1972. This will involve the replacement of the existing structure over the S.P.R.R. tracks.

Enclosed are six copies each of two preliminary drawings relative to the proposed project. Drawing No. 22539 is the vicinity map and profile of the proposed location. Drawing No. 28006 is the plan and elevation for the proposed structure.

Highway traffic, which is presently using the existing structure, will be routed over an at grade detour south of the existing highway during construction. Rail traffic will not be routed over a shoofly but will use the existing tracks during construction.

The structure will be built using prestressed concrete beams and will require no falsework for their support.

Clearances during construction will be in accord with clearance diagram Section A-A as indicated on Drawing 28006.

These drawings are sent to you for use as a preliminary submission to the railroad company. Because of the proposed letting date for this project, an early return of one copy of the drawings with comments from the Southern Pacific Railroad Company thereon will be appreciated.

R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attachs.
cc: A. E. Johnson
W. J. Hart
J. Sollis

RECEIVED
MAR 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 2 - 72
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7799

HIGHWAY BUILDING • • • SALEM, OREGON 97310 PHONE 378-6511

February 29, 1972

Southern Pacific Transportation Company
251 Union Station
Portland, Oregon 97209

ATTENTION: Mr. A. W. Kilborn

RE: Easement for Highway
Park Street-Pacific Highway
(Ashland) Section
Green Springs Highway
Jackson County
R/W File No. 46417
YOUR FILE: 322

NOTED
F. B. KLABOE

Gentlemen:

We are in receipt of your letter of February 11, 1972, written in response to our letter of January 27, 1972, in which the matter of the width of your railroad right of way is discussed.

As mentioned in our letter, Transamerica Title Insurance Company questions whether Southern Pacific can rightfully claim a 200-foot wide right of way through this area. After completely researching the matter, the title company concluded that since the subject property was either homesteaded or patented prior to the passage of the Congressional Grant of 1866, the grant appears to be ineffective as to said property. They further question why it was necessary for Southern Pacific's predecessor to get a subsequent deed from the property owners if a 200-foot wide right of way was acquired by the Congressional Grant.

In view of the foregoing and the fact that deeds to the adjoining owners in the area include portions of the 200-foot right of way, we are reluctant to place any easement from Southern Pacific of record which may cloud the title of these adjoining owners.

We hope you will understand our position regarding the recording of the easement and that we can expect to receive your easement in the very near future.

TWL:fw
cc: Southern Pacific Transportation Co.
San Francisco
bcc: F. B. Klaboe w/copy of SP ltr.
A. E. Johnson "
W. J. Hart "
F. L. Hall "
D. H. Moehring "
J. H. Versteeg "
J. E. Holcomb "

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
FEB 29 '72
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

February 11, 1972

IN REPLY PLEASE REFER TO

322

Mr. George M. Baldwin
Administrator of Highways
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Please refer to your letter of January 27, 1972, regarding Park Street-Pacific Highway (Ashland) Section Green Springs Highway.

As we advised you in our letter of April 29, 1966, our right of way at this location is 200 feet wide; 100 feet on each side of the centerline of the track and is a matter of public record in the U.S. Government Land Office.

Right of way was acquired by Congressional Grant dated July 25, 1866 and therefore we are of the opinion that easement should be recorded.

Yours truly,

A W Kilborn

Copy to:
A J Viducich
2-15-72

Routing
Keasey — Pease
Bond — Glenn
Welker — Berg
Johnsen
RECEIVED
FEB 15 1972
CONSTRUCTION SECTION

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • Phone 378-6517310

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

January 27, 1972

ATTENTION: Mr. E. A. Kendrew

Re: Description of Easements and Encroachment Map
Park Street-Pacific Highway (Ashland) Section
Green Springs Highway
Jackson County
R/W File: 46417
Your File: 323
0-0-70-2

Gentlemen:

This is in reply to your letters dated August 25, October 19, 1971, and January 17, 1972, wherein you advise that the Southern Pacific Transportation Company claims title to the entire 200 foot wide strip of railroad right of way through this area which was granted by the Act of Congress, dated July 25, 1866.

We have researched this matter at length and, although the Transamerica Title Insurance Company has advised that Southern Pacific could rightfully claim ownership to only the 60 foot right of way in Section 11 and the 100 foot right of way in Section 14, we will accept the easement covering the entire 200 foot right of way as shown on our Drawing No. 9B-9-19, two prints of which are enclosed herewith, provided that this easement not be placed of record.

We are also enclosing two copies of the description of easements required for the construction of this project.

Bids for this project are to be opened on July 27, 1972, and it appears that enough information has been gathered at this time so that you may proceed with the preparation of the appropriate construction agreement and indenture. Additional information will be transmitted to you as it becomes available.

TWL:dl
Enclosure
cc: Southern Pacific Transportation Co.
San Francisco w/attachments

F. B. Klaboe w/copies of RR letters
A. E. Johnson "
W. J. Hart "
F. L. Hall "
D. H. Moehring "
J. H. Versteeg "
J. E. Holcomb "

Very truly yours,

NOTED
F. B. KLABOE

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
JAN 28 19..
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

January 17, 1972

IN REPLY PLEASE REFER TO

322
0-0-70-2

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to previous correspondence relative to construction of highway overpass crossing C 427.3-A Green Springs Highway near Ashland.

Please advise this office your acceptance of the easement for the entire 200 foot width right of way that we claim under Act of Congress dated July 25, 1866. Also advise your program for this project.

Yours truly,

A. W. Kilborn

Routing

Morgan
Docker
Bond
Kramer
Boehmke
Johnson

RECEIVED
JAN 19 1972
CONSTRUCTION
DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

October 19, 1971

IN REPLY PLEASE REFER TO
322
0-0-70-2

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to previous correspondence regarding construction of highway overpass crossing C 427.3-A Green Springs Highway near Ashland.

Southern Pacific Transportation Company claims title to the entire 200 foot wide strip of right of way by Act of Congress dated July 25, 1866.

Please advise if the State will accept our easement for the overhead over the entire width. This easement as usual will be granted to the State without monetary consideration.

Yours truly,

A W Kilborn

Copy to: FO Scott

Routing

Morgan — Peets
Decker — RECEIVED — Glenn
Bond — OCT 21 1971 — Litchfield
Jackson — CONSTRUCTION DIVISION — Gallagher
Johnson — Stein

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

August 25, 1971

IN REPLY PLEASE REFER TO

322
0-0-70-2

Routing

Morgan
Docker
Bond
Walker
Boehme
Johnsen

RECEIVED
AUG 30 1971
CONSTRUCTION
DIVISION

Peace
Swan
Glenn
Litchfield
Gallagher
Stein

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to your letter July 23, regarding description and easement Park Street-Tolman Creek Road Section, Green Springs Highway, Jackson County, your Right of Way File No. 46417.

The description furnished with your letter does not cover all of Southern Pacific Transportation Company's right of way in this area. Attached is one print of Oregon Division Drawing D-1350 showing in red tint the area covered by your description. In blue shaded area is the actual railroad right of way which should be covered by an easement. In this connection we are returning one copy of description which has been corrected by our San Francisco office.

We have not checked Parcel 3, a temporary easement, inasmuch as this item will be covered by the construction agreement or by a right of entry.

Please advise if revisions shown on the attached descriptions meet with your approval.

Yours truly,

A W Kilborn

Attach.

COPY, MAP & DESCRIPTION TO FO SCOTT FOR COMMENT.
8-30-71
T

ENGR. ✓ DESGR. ✓ CE ✓ AE ✓ UE
✓ UPE ✓ GE ✓ RE ✓ RPE

Ashland

bc: George M. Baldwin
Tom Edwards
F. B. Klaboe
E. A. Johnson
E. S. Hunter
R. L. Schroeder
Gary Sund
F. D. Morgan,
Att: T Litchfield
J. H. Versteeg

January 25, 1972

Mr. Al Alsing
Director of Public Works
City Hall
Ashland, Oregon 97520

Dear Al:

Reference is made to our meeting of Friday, January 21, regarding proposed construction of ORE 66 between I-5 and Siskiyou Boulevard.

A member of the City Council was quite concerned as to what plans the Southern Pacific Transportation Company had for their crossing of ORE 66.

The SPTC Siskiyou Mainline carries six trains daily at a speed of approximately thirty miles per hour and provides service between the Ashland area and Black Butte in northern California, where it connects to the SPTC mainline near Weed.

Safety standards and combined vehicle and train traffic would preclude a grade crossing installation at this point, other than temporary.

Per your request, I am enclosing a copy of the memo written regarding our meeting of Friday, January 21, and trust this information will meet with your approval.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D. N. Harwell

D. N. Harwell
Assistant Engineer
County and City Section

DNH:mm
Encl.

JAN 17 1972

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

7799

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 12, 1972

In reply refer to: 10-35.7

SUBJECT: Oregon Project F-166(1)
Park Street (Ashland)-Pacific Highway
Right of Way

Returned herewith are the approved right of way plans for the subject project. This office authorized acquisition of right of way on July 16, 1971. Federal participation is subject to the provisions of the 80 series PPM's.

The project involves acquisition of some grave sites in the Mt. View Cemetary. Federal funds will participate in acquisition of either the existing sites or replacement sites but not both.

An executed copy of the project agreement will be forwarded separately.

Enclosure

cc: OSHD (R.N. Chase)
OSHD (D.H. Moehring)
OSHD (M.R. Mitchell)
Accounts

NOTED
E. B. KLABOE

RECEIVED
JAN 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

1-14-72
REFERRED TO

BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
JOE LOWRAE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

7799

21

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 1, 1971

SUBJECT: File No. 46253
Park St.-Pacific Highway
Green Springs Highway
City of Ashland

To: Mr. Frank Hall
Design Engineer
S A L E M

40254
6

Negotiations on the above file have been made more difficult because of complete access restriction on Parcel #2. From an examination of the engineering data at hand, I can see no reason for any access control on the side street. Further, I am advised that our appraisal is based upon unlimited side street access with no damages assigned for loss of side street access.

Further examination of the right of way for this project discloses that at each intersecting street we are taking triangular shaped parcels for intersection improvements and have restricted access from each parcel. It is likely that as negotiations proceed we will experience the same problem we are experiencing with the above parcel and will gain no appreciable benefit from the increased cost of settlement.

I would like to recommend that we reconsider the assignment of access control to these small triangular parcels. I recommend there be no access control to the side streets, with actual physical access controlled by road approach permit.

RETURNED TO
Scott
Design

Wendell E. Schwartz

WENDELL E. SCHWARTZ
Region Construction Engineer

WES/cw
cc D. H. Moehring
L. W. Riley

Parcel 2 access control was submitted as "Limited to Location" Schwartz notified 11-8-71 and they will reappraise

1 Hall
A. Olson
2 Terpin
3 Scott
Stevenson
R. Olson
[illegible]

RECEIVED
NOV 2 - 1971
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up __/__/__
Other

714-241

SP*52478-734

7779

21

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 2, 1971

To: Frank Hall
Design Engineer

S A L E M

SUBJECT: Shaw File 46259
Frontage Road
Park Street-Pacific Hwy. Sec.
Green Springs Highway
Work Completed
5-16-71
JS

Attached is a letter from Bill Brown containing a request from the above owner that the frontage road centerline be shifted 30' northerly to miss some of his buildings.

I concur with Brown that we comply with the request of the owner and shift centerline. The Union Oil bulk plant, for which the frontage road is planned, will still be adequately served.

WENDELL E. SCHWARTZ
Regional Construction Engr.

WES:cc
attach.
cc: Bill Brown

RETURNED TO
Terpin
Any reason not to comply?
H.

1 H

3 L — Revised desc. to R/W 8-10-71

T

None. Line moved as suggested except 35' as a result of conversations with R/W people (Oakes & Ridley).
T.

2 T

FORM E-90X—60M—7-68 SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
July 19, 1971

To: C. T. Keasey
Regional Engineer
Roseburg, Oregon
97470

SUBJECT: Shaw File 46259
Frontage Road
Park St - Pacific Hwy Section
Ashland

I met with a Mr. Shaw in regards to the location of the frontage road across his property on subject section. He would like to see the road moved 30 feet north of the proposed location. The current proposed location would wipe out his "shop" building. I am enclosing photos of the current centerline of the frontage road, his shop building and a sketch map.

I would recommend that we move the frontage road 30 feet north as requested by Mr. Shaw. This will save destroying his building and still adequately serve the Union Oil Bulk Plant.

B E Brown

B. E. Brown
Resident Engineer

SHAW PROPERTY
FILE 46259
PARK ST - PACIEIC HWY.
ASHLAND

SHOP BUILDING

Current Frontage Rd ℄

Current Frontage Rd. ℄

"F R"
67' Rad. C. L.
Δ= 90°00'00"
T=67.00'

"FR" 7+92.16 P.C.

J. & A. Neeley
M. Padrta (C.P.)
170-412

22 Ac.± Lt

N 88°24' W

SHOP

② 0.53 Ac.
46259 Move &
30' North

30'

Δ 0°09' Lt.

N. 196,778.84
E. 1,409,784.12

R. & B. Frisbie
354-379

5 Iron Tomes

+50

R. & M. Vandervalle
66-13001

+50

Conc Walk

S 1°36' W

② 0.12 Ac±

0.33 Ac± Lt

① 0.06 Ac±

30'

0.27 Ac± Lt

① 0.08 Ac±
46258

80

80

Fd. Sect. Cor. I.P.
N. 196,778.27
E. 1,409,793.56

50'

10 11

15 E

15 14

46255

② 2400 ft²

46256

② 1290 ft²

43'

② 575 ft²

Easement

Slopes ↓

0.41 Ac± Rt

30

② 600

100

1.23 Ac± Rt

Conc. Slab

Fd. Iron Pipe

85.69 ft²
46257

conc.

145'

RECEIVED
JUL 27 1971
FOR FILE
UTILITY UNIT

RECEIVED
JUL 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

7799

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

July 23, 1971

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Description-Easements
Park Street-Tolman Creek Road
Section
Green Springs Highway
Jackson County
Your File: 323
0-0-70-2

Gentlemen:

Herewith you will find two copies of our description for easements for Right of Way File No. 46417 dated June 18, 1971, covering the property required for the construction of the above captioned project. This material is being transmitted to you for inclusion in the Railroad-State agreement which you are preparing to cover this work and supplements the material transmitted with our letter dated June 23, 1971.

At this time, it is proposed to open bids for this project during the first quarter of 1973. Additional information will be transmitted to you as it becomes available.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: Southern Pacific Transportation Company -
San Francisco

F. B. Klaboe
I. D. Merchant
F. L. Hall
C. T. Keasey
J. E. Holcomb

RECEIVED
JUL 28 1971
FOR FILING

7-21-71

FORM PR 1170.1
REV. 3-70

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

F-166(1)

STATE PROJECT NO.
PARK SREET - PACIFIC HWY. SECTION (ASHLAND)

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
P-496

COUNTY NAME
JACKSON

PROGRAM STAGE (Check)
[ ] 1 [X] 2

TO:
[
2799
L

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young 7-28-71

RECEIVED
JUL 28 1971

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
JULY 16, 1971

FEDERAL ROUTE NUMBER
FEDERAL AID PRIMARY 15

STATE ROUTE NUMBER
STATE PRIMARY 21

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF RIGHT OF WAY ACQUISITION OUTLINED IN RED ON RIGHT OF WAY MAP 98-8-22 AS REQUESTED IN MR. YOUNG'S JULY 6, 1971 LETTER EXCEPT AS NOTED BELOW. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) RELOCATION ASSISTANCE
- [X] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

RELOCATION PLAN SUBMITTED WITH YOUR LETTER OF MAY 5, 1971 IS APPROVED.

THE USE OF ROSEBURG REGION III OFFICE IS APPROVED FOR PROJECT RELOCATION OFFICE.

THIS APPROVAL DOES NOT INCLUDE AUTHORIZATION FOR BUILDING DEMOLITION OF ANY RESIDENTIAL UNITS.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-21-71	TOM EDWARDS	DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
JUL 15 1971

Form FHWA-72 (12-67)

UNITED STATES GOVERNMENT

FOR [illegible]

Memorandum

Carol
TO Mr. R. L. Porter, State Highway Engineer
In Dept. Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klein al
7-13-71

SUBJECT: Oregon Project F-166(1)
Park Street-Pacific Highway Section (Ashland)

RECEIVED
JUL 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 12, 1971

In reply refer to: 08-35.7/412.1

Mr. Young's July 6 letter requests authorization to proceed with all phases of the right of way acquisition including relocation. Please provide the following additional information:

1. The Phase II Relocation Report was prepared in January of 1970. Please have your relocation section provide assurance that at the present time there is an adequate supply of replacement housing.

2. Provide written assurance that adequate replacement housing will be available or provided as required by FHWA Notice dated November 3, 1970.

Instructional Memorandum 80-1-71 outlines operating procedures to implement the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970. This memorandum becomes effective on August 1. Requests for right of way authorization as of that date should include the following relocation information:

1. Project assurances in accordance with Paragraph 7b on Page 9. On hardship cases or protective buying cases an assurance is required which analyzes the relocation problem and provides a specific plan.

2. The State must submit a recommendation as to whether or not a project relocation office is required in accordance with Paragraph 9a(2).

3. The project assurances should be accompanied by a relocation plan as outlined in Paragraph 15b.

The new requirements are basically the same as required under the 1968 Act. They are brought to your attention so that authorizations to negotiate for right of way can proceed without delay.

cc:
L H Young, OSHD
D H Moehring, OSHD
J R Oakes, OSHD
C J Mathias, FHWA
J J Smith, OSHD

NOTED
I. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 14 1971
FOR FILING

July 6, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Item No. 496
Project F-166(1)
Park St. -Pacific Hwy. (I-5) Sec.
Right of Way

Dear Sir:

We are forwarding for your approval PR-9 forms to extend the limits of the subject project Easterly 0.30 miles, and increase the estimated costs to include the right of way required from Tolman Creek Road to the Pacific Highway I-5.

We further request concurrently with your approval of the program changes authorization to proceed with all phases of the right of way acquisition including incidental work and relocation assistance for the project. The right of way required is as outlined in red on the enclosed copy of right of way map.

The Phase II relocation report was previously submitted under our requests for location/design approvals on May 5, 1970 and April 16, 1971, and as indicated in the enclosed copy of Mr. Oakes' memo of June 29, 1971, the portion from Tolman Creek Road-Pacific Highway will not involve any displacement.

The relocation assistance on this project will be handled by the Roseburg Region III office as previously indicated in Mr. Oakes' memo of February 8, 1971.

The enclosed copy of Mr. Oakes' memo of June 29, 1971 sets forth the estimated total right of way cost for this project.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: J. R. Oakes
R. N. Chase
M. Mitchell

CL:js

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

7-6-71

REQUEST F
OF INDIVIDUAL PRO
(PPM 2

CARD 2 — REPORT NUMBER (19)–(20) — PROJECT LOCATION (45 typewriter spaces): 0.5 mi. E. Jct. US 99 (Ashland) to E. 0.8 mi. (21–68) — ADT: 4,200 — FUTURE: 9,500 (66)–(70)

CARD 3 — CHARACTER OF PROPOSED WORK (35 spaces): Right of Way Acquisition (26–62) — NATL. FOREST (63)–(65) — FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66)–(68) | SUPV AGCY 69 | DA CLASSIF. 70 | DA AREA 71 | EMERG. YR. 72–73 | PL 74

CARD 4 — CLASS OF FEDERAL FUNDS [1]: Primary — COUNTY NAME — NAME OF URBAN AREA (17-31): Ashland — F.A. SYSTEM: Primary

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL CO
1	(1-5)	16	41	42	43 - 46	53					(54) (58)	(59)
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED	496	F-166(1)	0.5 mi. E. of The Jct. US 99 to E. 0.5 mi. (Park street - Tolman Creek Road (Ashland) Section)	0.50	180,1
										PROJECT TOTAL	0.50	180,1
5					PE ROW CONST		RE-QUESTED REVISION	496	F-166(1)	0.5 mi. E. of The Jct. US 99 (Ashland) to E. 0.8 mi. (Park Street-Pacific Highway (Ashland) Section	0.80	425,0 (18)
										PROJECT TOTAL	0.80	425,0

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ — PROJECT WITHDRAWN YES ☐

CARD 1 — COLUMN 14 ——→ CODE 11 — CODE 2

REASON FOR CHANGE: To extend the project limits required from Tolman Cree cost to reflect the additional

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: February 22, 1971

OTHER: June 4, 1971

PROGRAM REVISION REQUESTED

DATE: July 6, 1971

SIGNATURE

~~STATE HIGHWAY ENGINEER~~ Program & Planning Engineer

RECOMM

DATE

SIGNATURE

TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

mi. (65)	ADT	4,200	FUTURE 9,500 (66)(70)	YEAR 91 (71)(72)	REGION 08 (74)(75)	STATE NAME Oregon	STATE CODE 035 (2)(3)	APPN. CODE 012 (4)(6)	ITEM NO. 496 (14)(18)

FOR MISCELLANEOUS FUNDS ONLY

SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL AUTH YR (74)(75)

PROJECT NUMBER: PREFIX LETTER(S) F- (14)(23) | NUMBER-AGR. NO. 166(1) (7)(13)

I PROJECTS ONLY: POST MI. (24)(26) | DESIG. (27)

COUNTY NAME: Jackson — CODE 029 (14)(16)

SYSTEM: Primary — RTE NO. P — FEDERAL AID 15 — STATE (32) 21 (36)(37) — U.S. (41)

TERMINI (54)(58)	MILES	PROJECT COST: TOTAL COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
0.5 mi. E. of The Jct. US 99 to E. 0.5 mi. (Park street - Tolman Creek Road (Ashland) Section)	0.50	180,150	120,400	59,750	Row acquisition all phases incl. incidentals & relocation assistance. (Future 4-12' lanes H.T. pave with 16" median, 3' shldrs. & 315' RCDG R.R. o'xing str.)
PROJECT TOTAL	0.50	180,150	120,400	59,750	
0.5 mi. E. of The Jct. US 99 (Ashland) to E. 0.8 mi. (Park Street-Pacific Highway (Ashland) Section	0.80	425,000 (16)(23)	270,000 (24)(33)	155,000	Row acquisition all phases incl. incidentals & relocation assistance. (Future 4-12' lanes H.T. pave. with 16' median, 3' shldrs. & 315' RCDG R.R. o'xing str.)
PROJECT TOTAL	0.80	425,000	270,000	155,000	

REASON FOR CHANGE: To extend the project limits easterly 0.3 mi. to include the right of way acquisition required from Tolman Creek Road to Pacific Highway I-5 and to increase the project cost to reflect the additional right of way. (over)

VISION REQUESTED	RECOMMENDED	APPROVED
1971	DATE	DATE
	SIGNATURE	SIGNATURE
ER ning Engineer	TITLE	TITLE

. show both classes of funds involved.

USCOMM-DC 49908-P61

Revised Project Data

Existing Facility

Two 11' lanes asphalt concrete pavement with 4' shoulders. 105' reinforced concrete R.R. O'xing with 19' H.C. and timber trestle approaches.

Adjacent Sections

West End: Two 11' lanes H.T. pavement with 4' shoulders.
East End: Two 12' lanes H.T. pavement with 8' shoulders constructed under Federal Aid Project No. I-5-1(35)12.

Project Data:

Right-of-way acquisition all phases, including incidental work and relocation assistance payments as required for future construction of a highway facility to provide 4-12' lanes high-type pavement, 16' median for left turn refuges and 3' offset each side from the curb; construction of a 315' reinforced concrete deck girder overcrossing of the S.P.R.R. with 70' H.C., and extension of the existing Hamilton Creek, 6' x 6' reinforced concrete box culvert.

Railroad Data:

Railroad:	Southern Pacific Transportation Company
No. of Tracks:	One (Main)
No. of Trains:	Six
No. of High-Speed Trains:	None
Present Protection:	O'xing Structure
Proposed Protection:	O'xing Structure (new structure)
R.R. Benefits:	None
System Action; Airports; Water Development:	
Historical and Recreation Areas:	None
Design Approval:	FHWA memo of May 15, 1970 and April 30, 19
Public Hearing:	Held February 19, 1970 and none requested for the portion from Tolman Creek Road to Pacific Hwy. (I-5).

State and District Clearinghouse approvals submitted under our letter's of May 5, 1970 and April 16, 1971 requesting location/design approval.

ET-PACIFIC HIGHWAY (ASHLAND) SECTION

F-166(1)

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Data for PR-37: Relocation assistance payments estimated cost as follows:

a. Moving Costs

5 families	$ 1,500
1 business	1,000
	$ 2,500

b. Replacement Housing

5 families	$11,500

c. Incidental Costs

	$ 1,600

April 30, 1971.
equested
Road to

er's
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RECEIVED
JUL 19 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

7799

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

July 15, 1971

Jackson County Planning Commission
Courthouse
Medford, Oregon

Conditional Use Permit
Park St. -Pacific Hwy. (Ashland) Sec.,
Green Springs Hwy., Jackson Co.

Attention: Mr. Gary A. Scott, Secretary

Dear Sir:

This is in answer to your Notice of Public Hearing, regarding the request of Ashland YMCA for a Conditional Use Permit at properties located adjacent to the subject section. Investigation of this section reveals that our proposed project, Park St. -Pacific Hwy. (Ashland) Sec., will affect this property and the granting of the Conditional Use Permit must allow for a temporary easement along the frontage of subject property for slope construction.

This project is tentatively programmed for construction in the first quarter of 1973. Attached please find a copy of our right-of-way map showing the area of setback clearance necessary for our project.

Thank you for bringing this matter to our attention.

RECEIVED
JUL 19 1971
OFFICE OF
HIGHWAY ENGINEER

Very truly yours,

R. L. Porter
State Highway Engineer

By R. D. Young
For L. H. Young
Program and Planning Engineer

Attachment

cc: F. B. Klaboe ✓
C. T. Keasey
G. T. Thorton

Form E-123

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JUL 14 1971
FOR FILING

7799

July 14, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Admin.
P. O. Box 300
Salem, Oregon 97308

Project No. F-166(1)
Park St.-Pacific Hwy. (I-5) Sec.
Right of Way

Dear Sir:

In accordance with your request of July 12, 1971, we are enclosing a copy of a teletype, received from Mr. F. H. North, which states that a review of the housing facilities in the Ashland area indicates the present offering of rental and for sale dwellings and business locations to be approximately the same as found in his previous report of January 5, 1970.

Adequate, decent, safe and sanitary replacement housing is available in the area for immediate occupancy, and no occupant will be required to relocate until he has the right of possession or has been offered housing meeting these requirements which is available for immediate occupancy.

We trust the above information will be satisfactory and will now allow your authorization to proceed with the actual acquisition of the right of way as requested in our letter of July 6, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:bb
Enc.

cc: J. R. Oakes
R. N. Chase
M. Mitchell

7-14-71

RECEIVED
JUL 19 1971
FOR FILING

FORM FHWA-1240
(REV. 3-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F-166(1)

STATE PROJECT NO.
PARK ST. - TOLMAN ST. SECTION

COUNTY NAME
JACKSON

PROGRAM NO.

ITEM NO.
P-496

PROGRAM STAGE (Check)
[ ] 1 [X] 2

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

TO:
7799
MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
JULY 2, 1971

FEDERAL ROUTE NUMBER
PRIMARY ROUTE 15

STATE ROUTE NUMBER
GREEN SPRINGS HIGHWAY #21

LIMITS OF AUTHORITY
YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF ONE PARCEL, FILE NUMBER 45886, CITY OF ASHLAND, AS REQUESTED IN MR. YOUNG'S MAY 17, 1971 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

FILE No. 45886 - CITY OF ASHLAND

[ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

[ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

[X] OTHER (Specify) RELOCATION PAYMENTS INCLUDING RELOCATION OF GRAVES.

[X] ACQUISITION OF RIGHT-OF-WAY

[ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

THIS AUTHORIZED IS SUBJECT TO THE CONDITIONS STATED IN OUR JULY 2, 1971 MEMORANDUM ON THE ABOVE SUBJECT.

7-16-71
RETURNED TO
V. Young

COPIES TO
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-14-71	J. K. Hansen	DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 2, 1971

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-166(1)
~~Paris~~ Park Street-Tolman Creek Road Section

Following a review of the additional information furnished in your June 18 letter concerning the extension of the right of way limits to include all the property for the cemetery in the City of Ashland we offer the following:

The public hearing held for the Park Street-Tolman Road Section included a portion of the cemetery property and as the extension includes the source owner (the City of Ashland) and inasmuch as the director of public works has indicated 18 of the 26 persons involved with grave relocation have been contacted and have granted approval to move the graves an additional public hearing will not be required.

This project involves only the tapered section of the cemetery acquisition and will not require the removal of any graves. Removal of graves will be necessary on the Rogue River Highway to Park Street and a public hearing will be required.

Federal funds cannot participate in acquisition of both the cemetery and new grave sites. Federal funds will participate in either one or the other, but not both.

RECEIVED
JUL 9 1971
PROGRAM & PLANNING
DIVISION

NOTED
R. D. ASBURRY

RECEIVED
JUL
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. H. TEBEAU

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
JUN 21 1971
FOR FILING

Const
R/W
Green Sp.

June 18, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

4192
130
21 33

Dear Mr. Simpson:

Re: Park Street-Tolman Creek Road Section
File 45886, Your Ref: 08-35-.7&EC

Your letter of June 4 concerning the extension of right-of-way to include additional cemetery property indicates an additional hearing is necessary for this project.

Since design approval had been given on this project, it was believed that personal contact of the persons involved was the proper procedure and, as indicated in the attached memorandum from the City of Ashland, 18 of the 26 persons involved have been contacted and have granted approval to move the graves. Since the majority involved are in accord with the project, an additional hearing does not appear warranted.

The City does not believe condemnation of the remaining graves will be necessary; however, when the consent of survivors cannot be obtained, ORS 97.220 (copy attached) provides the means whereby this can be accomplished through the County Court.

Our estimate of $8,260 for relocation of the graves involved includes cost of new sites, excavation, transfer of the remains, and the opening and closing of new graves.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
H. S. Cox
D. H. Moehring
C. T. Keasey

RWE:ia srb

Atts.

Ashland

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

CITY HALL
503-482-3211

City of Ashland

ASHLAND, OREGON
97520

June 15, 1971

Mr. Don Harwell
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Don:

Enclosed herewith is a memo copy which notes the status of our efforts to obtain permission to relocate graves in the Mt. View Cemetery.

Also enclosed is a copy of part of Chapter 97,ORS, which pertains to relocation of graves when relatives cannot be found

I trust that this information will be helpful to you.

Very truly yours,

Allen A. Alsing, P.E.
Director of Public Works

skw
Enclosures

6-17-71
3 copies to Ellison
for FBR/FHWA reply
of letter 6-4-71
Don H.

RECEIVED
COUNTY & CITY SECTION
JUN 17 1971
ENGR. SURV. OE AE UE
RPE OE AE RPE

Memorandum

June 15, 1971

To: Allen A. Alsing, Director of Public Works

From: Mike Horton, Engineering Technician II

Subject: Mountain View Cemetery - Disinter, reinter bodies that are in the proposed highway right-of-way

Relations notified and approval given:

Dirk Renzema
Amma Renzema
Katie Scott
Isaac Scott
Grace Dykster
Donald King
Lyman McCord
Earl Dunkin
Mabel Dunkin
Wm. Manney
Ruth Manney
Elizabeth High
Charles High
Nathan High
Alice High
Burton Lapree
Effie Lapree
Thelma Murphey

Relations not located:

Gilbert Rowton
Nellie Rowton
Lucie Wadsworth
Wm. Wadsworth
Andy McMahan
Rhoda McMahan
Harry Henderson
Daniel Lyons

RECEIVED
COUNTY & CITY SECTION
JUN 17 1971
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

RECEIVED
COUNTY & CITY SECTION
JUN 17 1971
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Chapter 97

1969 REPLACEMENT PART

Property Rights in Human Bodies; Cemetery Lots

SPECIAL PROVISIONS RELATING TO ORS 97.010 TO 97.130, 97.141 TO 97.450 AND 97.510 TO 97.990

97.010 Definitions
97.020 Exemption of certain organizations and cemeteries from certain sections of chapter
97.030 Vested rights not acquired
97.040 Private family burial grounds

DISPOSITION OF HUMAN BODIES

97.110 Human remains not to be attached
97.120 Human remains to be deposited in accordance with ORS 97.010 to 97.130, 97.141 to 97.450 and 97.510 to 97.990
97.130 Right to control disposition of remains
97.141 Authorization of cemetery authority to inter or cremate remains
97.145 Liability of cemetery authority for failure to conform to priority of control of remains
97.150 Actions against cemetery authority or funeral directors
97.160 Duty of hospital or sanitorium to notify person chargeable with funeral expenses before sending remains to undertaker
97.170 Disposition of the body of an indigent
97.180 Period within which indigent's body may not be used
97.190 Post-mortem examination of indigent's body
97.200 Disposition of indigent's remains after educational use thereof
97.210 Exceptions to application of ORS 97.170 to 97.200
97.220 Disinterment
97.230 Public use of state crematories

ANATOMICAL GIFTS

97.250 Short title for ORS 97.250 to 97.290
97.255 Definitions for ORS 97.250 to 97.290
97.260 Construction of ORS 97.250 to 97.290
97.265 Authority to make anatomical gifts; rights of donee
97.270 Who may be donee of anatomical gift
97.275 Manner of executing anatomical gifts
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97.290 Authority of donee who accepts gift; time of death; liability of one acting with probable cause; autopsies
97.295 Liability of executor who carries out anatomical gift
97.300 Transplants not covered by implied warranty

DEDICATION TO CEMETERY PURPOSES; PLATTINGS

97.310 Survey and subdivision of land; map or plat of mausoleum or columbarium
97.320 Filing map or plat and declaration of dedication of land to cemetery purposes
97.330 When dedication is complete
97.340 Effect of dedication
97.350 Dedication to cemetery purposes not invalid
97.360 Resurvey and alteration in shape or size; vacation of streets, walks, driveways and parks and replatting into lots
97.370 Fixing date of hearing; notice
97.380 Hearing; order allowing replatting
97.390 Assessment of benefits and damages
97.400 Disposal of newly created lots; disposition and use of proceeds from sale; failure of owner to perform duties
97.410 Right of adjacent lot owner upon vacation of way
97.420 Effect of failure to object
97.430 Declaration of exercise of police power and right of eminent domain
97.440 Removal of dedication
97.450 Discontinuance of cemetery and removal of remains and markers
97.460 Approval required prior to establishment of cemetery or burial park

SALES AND RIGHTS IN RESPECT OF CEMETERY PLOTS

97.510 Sale and conveyance of plots by cemetery authority
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97.530 Commission, bonus or rebate for sale of plot or services
97.540 Commission, bonus or rebate for recommendation of cemetery
97.550 Plots are indivisible
97.560 Presumption of sole ownership in grantee of plot
97.570 Spouse has vested right of interment
97.580 Divestiture of spouse's right of interment
97.590 Transfer of plot or right of interment
97.600 Descent of plot
97.610 Determining occupant of burial plot having co-owners
97.620 Death of co-owner; authorization to use plot under directions of surviving owners
97.630 Family plots; order of occupation
97.640 Waiver or termination of vested right of interment
97.650 Limitations upon vested right of interment

CEMETERY MANAGEMENT

97.710 Power of cemetery to make rules and regulations
97.720 Record of interments and cremations; inspection
97.730 Gifts and bequests in trust for cemeteries

CEMETERY CARE

97.810 Endowment care and nonendowed care cemeteries
97.820 Placing cemetery under endowed care; deposit and withdrawal; commingling endowment and special care funds
97.825 Suit; to enforce statutes
97.830 Investment and reinvestment of principal of endowed care funds; use and application of income

97.835 Limitation of duties and liability of trustee
97.840 Cemetery authority authorized to receive and hold gifts of property
97.850 Endowment and special care funds are charitable
97.860 Agreements for care
97.870 Unused and uncared for portions of cemetery declared common nuisances
97.880 Resolution declaring a nuisance
97.890 Complaint
97.900 Summons
97.910 Disuse as prima facie evidence of abandonment
97.920 Decree declaring nuisance, authorizing abatement and creating and foreclosing lien

PENALTIES

97.990 Penalties

CROSS REFERENCES

Acquisition of abandoned cemeteries in cities, 226.510 to 226.630
Building code for burial structures, 447.610 to 447.730
Cemetery and crematory corporations, 61.755 to 61.775
County administration of funds for cemetery care, 214.910 to 214.940

97.120

Coroner or sheriff, burial of bodies which are the subject of an investigation, 146.570
Illegal transportation of dead body, 432.340, 432.990
Permit for burial, removal or other disposition of dead body, necessity and prerequisites for, 432.307 to 432.327

97.160

Report of deaths to local registrar, 432.165, 432.307
Supervisors of institutions to report deaths of inmates to medical investigator, 146.030, 146.440, 146.990

97.170

Burial of bodies which are the subject of investigation, 146.570

97.190

Deaths to be reported to medical investigator, 146.030
Local health officer as medical investigator, 146.420

97.810

Cemeteries on watersheds, 449.125
Plats, requirements for, Ch. 92
Rights of way through cemeteries, 366.325
School districts controlling realty for cemetery purposes, 332.210

97.450

Discontinuance of abandoned cemetery and removal of remains, 226.510 to 226.630

97.460

Cemeteries, establishment on watershed, distance from source of supply regulated, 449.125

97.810

Fund paid under certain agreements to buy graves in endowment care cemeteries not in trust, 128.412

SPECIAL PROVISIONS RELATING TO ORS 97.010 TO 97.130, 97.141 TO 97.450 AND 97.510 TO 97.990

97.013 Definitions. As used in ORS 97.010 to 97.130, 97.141 to 97.450 and 97.510 to 97.990:

(1) "Human remains" or "remains" means the body of a deceased person in any stage of decomposition or after cremation.

(2) "Cemetery" means any place dedicated to and used, or intended to be used, for the permanent interment of human remains.

(3) "Burial park" means a tract of land for the burial of human remains in the ground used, or intended to be used, and dedicated for cemetery purposes.

(4) "Mausoleum" means a structure for the entombment of human remains in crypts or vaults in a place used, or intended to be used, and dedicated for cemetery purposes.

(5) "Crematory" means a structure containing a retort for the reduction of bodies of deceased persons to cremated remains.

(6) "Columbarium" means a structure or room containing niches for permanent inurnment of cremated remains in a place used, or intended to be used, and dedicated for cemetery purposes.

(7) "Interment" means the disposition of human remains by cremation, inurnment, entombment or burial.

(8) "Cremation" means the reduction of a body of a deceased person to cremated remains in a crematory.

(9) "Inurnment" means placing cremated remains in an urn and depositing it in a niche.

(10) "Entombment" means the placement of human remains in a crypt or vault.

(11) "Burial" means the placement of human remains in a grave.

(12) "Grave" means a space of ground in a burial park used, or intended to be used, for burial of the remains of one person.

97.170 Disposition of the body of an indigent. (1) Any public officer having charge of the body of a deceased person required to be buried at public expense shall, if he knows or can with reasonable diligence ascertain any of them, promptly notify the relatives of such deceased person or any other person having an interest in him and shall deliver the body to any relative who claims it or to any friend of the deceased person who will pay the expense of burying or cremating the body. If no one claims the body within 72 hours after death, or if those notified acquiesce, the officer, at the expense of the recipient of the body shall notify, by telegraph or telephone, the Demonstrator of Anatomy of the State Department of Higher Education. The Demonstrator of Anatomy, who shall be appointed by the State Board of Higher Education from the staff of the University of Oregon Medical School, shall immediately inform the officer whether the body is deemed to be in fit condition and is desired for medical instruction or the advancement of medical science. If the body is desired for these purposes, the officer shall deliver it to a licensed embalmer who, after such preparation as is necessary for transportation, shall, within 72 hours, deliver it in his own conveyance to the University of Oregon Medical School, the University of Oregon Dental School or any other school or college within the State of Oregon qualifying applicants for examination in the fundamental sciences as required and specified in ORS chapter 676 to chapter 686, as the Demonstrator of Anatomy directs, or shall deliver it to the agent of the express company at the nearest railroad station, consigned as instructed by the demonstrator. The expenses of transportation of the body to such school or college and return of the container to the embalmer making the shipment shall be borne by the institution receiving the body. Such expenses shall not exceed the public carrier rates for such services between the points of shipment and destination.

(2) The educational institution receiving the body shall pay the licensed embalmer handling it such fee as shall be established from time to time by the State Board of Higher Education.

(3) If the Demonstrator of Anatomy does not require any such body for instruction or research, it may be assigned, on request, to any other properly authorized institution within this state or to any qualified physician for instruction or research.

97.180 Period within which indigent's body may not be used. Upon receipt of any body by a school or college pursuant to ORS 97.170, it shall be properly embalmed for anatomical purposes, but shall be retained 30 days before being used or dismembered. If it is claimed by any relative or friend within that period, it shall be delivered to the claimant.

97.190 Post-mortem examination of indigent's body. Unless required by the Deputy Chief Medical Investigator or county or district medical investigator, as the case may be, to determine the cause of death or specifically authorized and ordered by the superintendent of the hospital or institution in which any person coming under the provisions of ORS 97.170 may die, no such body as is mentioned in ORS 97.170 is subject to post-mortem examination, except by consent of the Demonstrator of Anatomy.

[Amended by 1959 c.629 §43; 1965 c.221 §13]

97.200 Disposition of indigent's remains after educational use thereof. The remains of any corpse used for the purposes authorized by ORS 97.170 shall, upon completion of such use, be decently buried or cremated and the ashes, in case of cremation, shall be delivered to any relative who claims them, after establishing relationship. All expenses incident to burial and cremation and the delivery of ashes to any relative shall be borne by the educational institution which used the body for educational purposes.

97.210 Exceptions to application of ORS 97.170 to 97.200. The body of any person who died of smallpox, diphtheria, scarlet fever or other disease that the State Board of Health, by rule, may prescribe, shall not be subject to the provisions of ORS 97.170 to 97.200.

97.220 Disinterment. (1) The remains of a deceased person interred in a plot in a cemetery may be removed therefrom with the consent of the cemetery authority and written consent of the person who has the right to control the disposition of the remains of the deceased person. If the consent of any such person or of the cemetery authority cannot be obtained, permission by the county court or the board of county commissioners of the county where the

cemetery is situated is sufficient. Notice of application to the court for such permission must be given at least 60 days prior thereto, personally or by mail, to the cemetery authority, to the person not consenting and to every other person or authority on whom service of notice is required by the county court or the board of county commissioners.

(2) If the payment for the purchase of an interment space becomes past due and so remains for a period of 90 days, this section does not apply to or prohibit the removal of any remains from one plot to another in the same cemetery or the removal of remains by the cemetery authority from a plot to some other suitable place.

(3) This section does not apply to the disinterment of remains upon order of court or coroner.

97.230 Public use of state crematories. Any resident and inhabitant of the State of Oregon has the right to use any of the crematories owned by the state for the cremation of bodies of deceased relatives, friends or members of his family under such regulations as may be adopted by the board or institution having such crematory in control. The state shall charge for such services actual expenses of the cremation plus 10 percent of such expense, which charges shall be paid to the Corrections Division, Mental Health Division and the Special Schools Division and by it turned over to the State Treasurer, who shall credit all sums so received to the Institutional Betterment Fund, to be used as other moneys in such fund.

ANATOMICAL GIFTS

97.250 Short title for ORS 97.250 to 97.290. ORS 97.250 to 97.290 may be cited as the Uniform Anatomical Gift Act.
[1969 c.175 §1]

97.255 Definitions for ORS 97.250 to 97.290. As used in ORS 97.250 to 97.290, unless the context requires otherwise:

(1) "Bank or storage facility" means a facility licensed, accredited or approved under the laws of any state for storage of human bodies or parts thereof.

(2) "Decedent" includes a deceased individual, stillborn infant or fetus.

(3) "Donor" means an individual who makes a gift of all or part of his body.

(4) "Hospital" includes a hospital licensed, accredited or approved under the laws of any state or a hospital operated by the United States Government, a state or a subdivision thereof, although not required to be licensed under state laws.

(5) "Part" means organs, tissues, eyes, bones, arteries, blood, other fluids and any other portions of a human body.

(6) "Person" includes an individual, corporation, government or governmental subdivision or agency, business trust, estate, trust, partnership or association or any other legal entity.

(7) "Physician" or "surgeon" includes a physician or surgeon licensed or authorized to practice under the laws of any state.

(8) "State" includes any state, district, commonwealth, territory, insular possession and any other area subject to the legislative authority of the United States of America.
[1969 c.175 §3]

97.260 Construction of ORS 97.250 to 97.290. ORS 97.250 to 97.290 shall be so construed as to effectuate their general purpose to make uniform the law of those states which enact the Uniform Anatomical Gift Act.
[1969 c.175 §2]

97.265 Authority to make anatomical gift; rights of donee. (1) Any individual of sound mind and 18 years of age or older may give all or any part of his body for any purpose specified in ORS 97.270, the gift to take effect upon death.

(2) Any of the following persons, in order of priority stated, when persons in prior classes are not available at the time of death, and in the absence of actual notice of contrary indications by the decedent or actual notice of opposition by a member of the same or a prior class, may give all or any part of a decedent's body for any purpose specified in ORS 97.270:

(a) The spouse.

(b) A son or daughter 18 years of age or older.

(c) Either parent.

(d) A brother or sister 18 years of age or older.

(e) A guardian of the person of the decedent at the time of his death.

(f) Any other person authorized or under obligation to dispose of the body.

(3) If the donee has actual notice of contrary indications by the decedent or that a gift by a member of a class is opposed by a member of the same or a prior class, the donee shall not accept the gift. The persons authorized by subsection (2) of this section

97.170 Disposition of the body of an indigent. (1) Any public officer having charge of the body of a deceased person required to be buried at public expense shall, if he knows or can with reasonable diligence ascertain any of them, promptly notify the relatives of such deceased person or any other person having an interest in him and shall deliver the body to any relative who claims it or to any friend of the deceased person who will pay the expense of burying or cremating the body. If no one claims the body within 72 hours after death, or if those notified acquiesce, the officer, at the expense of the recipient of the body shall notify, by telegraph or telephone, the Demonstrator of Anatomy of the State Department of Higher Education. The Demonstrator of Anatomy, who shall be appointed by the State Board of Higher Education from the staff of the University of Oregon Medical School, shall immediately inform the officer whether the body is deemed to be in fit condition and is desired for medical instruction or the advancement of medical science. If the body is desired for these purposes, the officer shall deliver it to a licensed embalmer who, after such preparation as is necessary for transportation, shall, within 72 hours, deliver it in his own conveyance to the University of Oregon Medical School, the University of Oregon Dental School or any other school or college within the State of Oregon qualifying applicants for examination in the fundamental sciences as required and specified in ORS chapter 676 to chapter 686, as the Demonstrator of Anatomy directs, or shall deliver it to the agent of the express company at the nearest railroad station, consigned as instructed by the demonstrator. The expenses of transportation of the body to such school or college and return of the container to the embalmer making the shipment shall be borne by the institution receiving the body. Such expenses shall not exceed the public carrier rates for such services between the points of shipment and destination.

(2) The educational institution receiving the body shall pay the licensed embalmer handling it such fee as shall be established from time to time by the State Board of Higher Education.

(3) If the Demonstrator of Anatomy does not require any such body for instruction or research, it may be assigned, on request, to any other properly authorized institution within this state or to any qualified physician for instruction or research.

97.180 Period within which indigent's body may not be used. Upon receipt of any body by a school or college pursuant to ORS 97.170, it shall be properly embalmed for anatomical purposes, but shall be retained 30 days before being used or dismembered. If it is claimed by any relative or friend within that period, it shall be delivered to the claimant.

97.190 Post-mortem examination of indigent's body. Unless required by the Deputy Chief Medical Investigator or county or district medical investigator, as the case may be, to determine the cause of death or specifically authorized and ordered by the superintendent of the hospital or institution in which any person coming under the provisions of ORS 97.170 may die, no such body as is mentioned in ORS 97.170 is subject to post-mortem examination, except by consent of the Demonstrator of Anatomy.
[Amended by 1959 c.629 §43; 1965 c.221 §13]

97.200 Disposition of indigent's remains after educational use thereof. The remains of any corpse used for the purposes authorized by ORS 97.170 shall, upon completion of such use, be decently buried or cremated and the ashes, in case of cremation, shall be delivered to any relative who claims them, after establishing relationship. All expenses incident to burial and cremation and the delivery of ashes to any relative shall be borne by the educational institution which used the body for educational purposes.

97.210 Exceptions to application of ORS 97.170 to 97.200. The body of any person who died of smallpox, diphtheria, scarlet fever or other disease that the State Board of Health, by rule, may prescribe, shall not be subject to the provisions of ORS 97.170 to 97.200.

97.220 Disinterment. (1) The remains of a deceased person interred in a plot in a cemetery may be removed therefrom with the consent of the cemetery authority and written consent of the person who has the right to control the disposition of the remains of the deceased person. If the consent of any such person or of the cemetery authority cannot be obtained, permission by the county court or the board of county commissioners of the county where the

cemetery is situated is sufficient. Notice of application to the court for such permission must be given at least 60 days prior thereto, personally or by mail, to the cemetery authority, to the person not consenting and to every other person or authority on whom service of notice is required by the county court or the board of county commissioners.

(2) If the payment for the purchase of an interment space becomes past due and so remains for a period of 90 days, this section does not apply to or prohibit the removal of any remains from one plot to another in the same cemetery or the removal of remains by the cemetery authority from a plot to some other suitable place.

(3) This section does not apply to the disinterment of remains upon order of court or coroner.

97.230 Public use of state crematories. Any resident and inhabitant of the State of Oregon has the right to use any of the crematories owned by the state for the cremation of bodies of deceased relatives, friends or members of his family under such regulations as may be adopted by the board or institution having such crematory in control. The state shall charge for such services actual expenses of the cremation plus 10 percent of such expense, which charges shall be paid to the Corrections Division, Mental Health Division and the Special Schools Division and by it turned over to the State Treasurer, who shall credit all sums so received to the Institutional Betterment Fund, to be used as other moneys in such fund.

ANATOMICAL GIFTS

97.250 Short title for ORS 97.250 to 97.290. ORS 97.250 to 97.290 may be cited as the Uniform Anatomical Gift Act.
[1969 c.175 §1]

97.255 Definitions for ORS 97.250 to 97.290. As used in ORS 97.250 to 97.290, unless the context requires otherwise:

(1) "Bank or storage facility" means a facility licensed, accredited or approved under the laws of any state for storage of human bodies or parts thereof.

(2) "Decedent" includes a deceased individual, stillborn infant or fetus.

(3) "Donor" means an individual who makes a gift of all or part of his body.

(4) "Hospital" includes a hospital licensed, accredited or approved under the laws of any state or a hospital operated by the United States Government, a state or a subdivision thereof, although not required to be licensed under state laws.

(5) "Part" means organs, tissues, eyes, bones, arteries, blood, other fluids and any other portions of a human body.

(6) "Person" includes an individual, corporation, government or governmental subdivision or agency, business trust, estate, trust, partnership or association or any other legal entity.

(7) "Physician" or "surgeon" includes a physician or surgeon licensed or authorized to practice under the laws of any state.

(8) "State" includes any state, district, commonwealth, territory, insular possession and any other area subject to the legislative authority of the United States of America.
[1969 c.175 §3]

97.260 Construction of ORS 97.250 to 97.290. ORS 97.250 to 97.290 shall be so construed as to effectuate their general purpose to make uniform the law of those states which enact the Uniform Anatomical Gift Act.
[1969 c.175 §2]

97.265 Authority to make anatomical gift; rights of donee. (1) Any individual of sound mind and 18 years of age or older may give all or any part of his body for any purpose specified in ORS 97.270, the gift to take effect upon death.

(2) Any of the following persons, in order of priority stated, when persons in prior classes are not available at the time of death, and in the absence of actual notice of contrary indications by the decedent or actual notice of opposition by a member of the same or a prior class, may give all or any part of a decedent's body for any purpose specified in ORS 97.270:

(a) The spouse.

(b) A son or daughter 18 years of age or older.

(c) Either parent.

(d) A brother or sister 18 years of age or older.

(e) A guardian of the person of the decedent at the time of his death.

(f) Any other person authorized or under obligation to dispose of the body.

(3) If the donee has actual notice of contrary indications by the decedent or that a gift by a member of a class is opposed by a member of the same or a prior class, the donee shall not accept the gift. The person authorized by subsection (2) of this section

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: June 4, 1971

In reply refer to: 08-35-.7&EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-166(1)
Park Street-Tolman Creek Road Section
File 45886

Mr. Young's letter of May 17 requested a program change on the subject project to extend the right of way limits westerly .1 mile to include acquisition of additional cemetery property from the City of Ashland. The minor program change is approved.

We believe a public hearing should be held for the Siskiyou Blvd.-Park Street Section prior to the purchasing of right of way between Park Street and Normal Avenue. Even though the same property owner is involved the fact that a number of grave sites are involved would appear to warrant a hearing.

We would like information concerning the condemnation authority that the State or City may have to require relocation of occupied graves in the event that the City cannot negotiate the relocation.

The cost of the land is estimated at $4000 and the relocation of the graves is estimated to cost $8260. Please advise if the estimate of $8260 is for relocation only and does not include new grave sites.

Pending the holding of a public hearing and resolution of the above questions we are deferring authorization to acquire right of way on the extended section.

cc:
OSHD (L.H. Young)
OSHD (D. Harwell)
OSHD (D.H. Moehring)
OSHD (M.R. Mitchell)

RECEIVED
JUN 8 1971
PROGRAM & PLANNING
DIVISION

RECEIVED
JUN 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

RECEIVED
JUL 27 1971
FOR FILING

Southern Pacific Transportation Company

251 Union Station • Portland, Oregon 97209

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT
C. T. SABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

7799

June 24, 1971

Routing 322
0-0-70-2

RECEIVED
JUN 28 1971
CONSTRUCTION
DIVISION

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to previous correspondence relative to reconstruction of Green Springs Highway Overcrossing C-427.3-A State Highway Bridge No. 406-A, Green Springs Highway near Ashland.

Referring to State's drawings Nos. 22180 and 22539 to be used as exhibit in PUC application. We have reviewed the drawings and find the proposed clearances for the highway overpass and railroad facilities to be satisfactory.

We note, however, that sidewalks are to be constructed on both sides of the structure. In this regard we ask that chain link sidewalk railing, similar to type 3 illustrated on the attached sketch, be incorporated into the plans in lieu of the handrail shown.

The width of the proposed easement as shown on these drawings exceeds previous recommended practices in that our normal proceedure is to grant easement to a point 10 ft. beyond the limits of the structure and embankment toe. We suggest that your drawings be revised to show this reduced easement area or if the easement must be as wide as shown on your drawing, that this be justified by showing the toe of slope.

Yours truly,

AW Kilborn

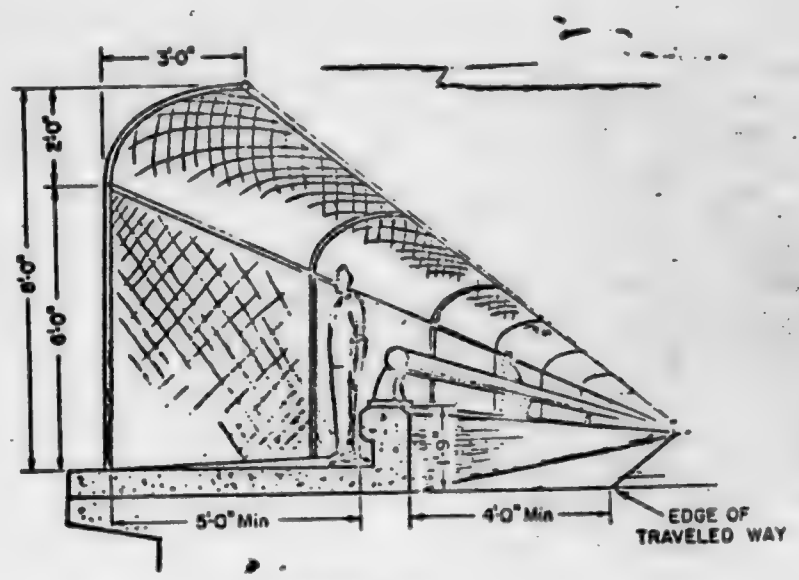
Attach.

Copies to:
FB Klabos
ID Merchant
FL Hall
CT Kemsley
JE Holcomb
6-28-71 E

Stipulated minutes to object to the proposal OK.

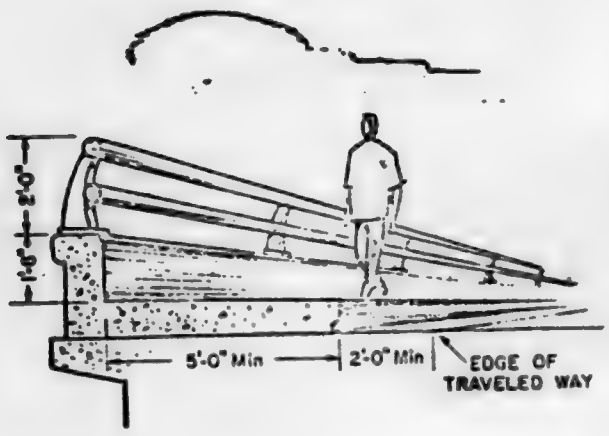
RECEIVED
JUN 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FOR BRIDGE STRUCTURES



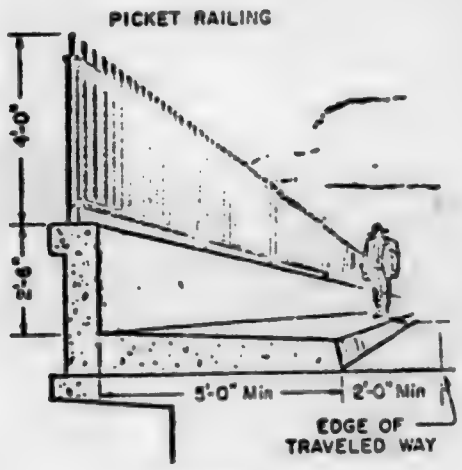
TYPE 3

Chain link sidewalk railing with interior barrier



TYPE 5

Railing for sidewalk



TYPE 6

Railing for sidewalk

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JUN 24 1971
UTILITY UNIT
FOR FILING

OREGON STATE HIGHWAY DIVISION

7799

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

June 23, 1971

4192
130
2133

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Preliminary Right of Way Map
Park Street-Pacific Highway Section
Green Springs Highway
Jackson County
Your File No. 322
0-0-70-2

Gentlemen:

Herewith you will find two (2) prints of our preliminary right of way map Drawing No. 9B-8-22, dated June 22, 1971, for the above captioned project. At this time, bids are proposed to be taken for this project the first quarter of 1973.

Details pertaining to the temporary grade crossing that would be required during construction of the overcrossing will be submitted to you as soon as they are available.

Thank you for your letter dated June 18, 1971 with which you submitted estimate of cost for your work on this project. It will be very helpful to have this information to use in our programming process.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: Southern Pacific Transportation Company
San Francisco w/ 2 copies of map

F. B. Klaboe
I. D. Merchant
F. L. Hall
C. T. Keasey
J. E. Holcomb

RECEIVED
JUN 24 1971
OFFICE OF
CHIEF ENGINEER

RECEIVED
JUN 1971
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7099

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

June 22, 1971

California-Pacific Utilities Company
Pacific Northwest Bell Telephone Company
Pacific Power and Light Company
Talent Irrigation District

Re: Preliminary Right of Way Map
Park Street-Pacific Highway Section
Green Springs Highway
Jackson County

Gentlemen:

Enclosed you will find _____ print(s) of the preliminary right of way map, our File No. 9B-8-22, on the above subject project. The present tentative schedule calls for opening of bids in the Spring of 1972 or later.

It is the obligation of the State to reimburse the Utility for the cost of adjusting, relocating, or removing its facilities which are located on private property. If you have such facilities and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with PPM 30-4 dated February 14, 1969.

This estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. J. E. Holcomb, Regional Utility Engineer, P.O. Box 1128, Roseburg, Oregon 97470, telephone 672-6541 extension 241. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

RMF:dl
Enclosure
cc: California-Pacific Utilities Company
San Francisco

A. E. Johnson
C. T. Keasey
J. E. Holcomb

RECEIVED
JUN 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 23 1971
UTILITY UNIT
FOR FILING

OREGON STATE HIGHWAY DIVISION

7799

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

June 22, 1971

City of Ashland Water Department
City of Ashland Sewer Department
City of Ashland Power Department

Re: Preliminary Right of Way Map
Park Street-Pacific Highway Section
Green Springs Highway
Jackson County

Gentlemen:

Enclosed you will find one print of the preliminary right of way map, our File No. 9B-8-22 on the above subject project. The present tentative schedule calls for opening of bids in the Spring of 1972 or later.

This information is being submitted to you in accordance with our policy of supplying utilities and railroads our latest thinking at the earliest possible date. Further information will be sent as it becomes available.

Mr. J. E. Holcomb, P. O. Box 1128, Roseburg, Oregon 97470, telephone 672-6541 extension 241, is the Regional Utilities Engineer for this project.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

RMF:dl
Enclosure

cc: A. E. Johnson
H. S. Cox
C. T. Keasey
J. E. Holcomb

RECEIVED
JUN 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Ashland

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

June 18, 1971

RECEIVED
COUNTY & CITY SECTION
JUN 18 1971
ENGR. Const. Insp. AE UE
UPE CE RE RPE

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Park Street-Tolman Creek Road Section
File 45886, Your Ref: 08-35-.7&EC

Your letter of June 4 concerning the extension of right-of-way to include additional cemetery property indicates an additional hearing is necessary for this project.

Since design approval had been given on this project, it was believed that personal contact of the persons involved was the proper procedure and, as indicated in the attached memorandum from the City of Ashland, 18 of the 26 persons involved have been contacted and have granted approval to move the graves. Since the majority involved are in accord with the project, an additional hearing does not appear warranted.

The City does not believe condemnation of the remaining graves will be necessary; however, when the consent of survivors cannot be obtained, ORS 97.220 (copy attached) provides the means whereby this can be accomplished through the County Court.

Our estimate of $8,260 for relocation of the graves involved includes cost of new sites, excavation, transfer of the remains, and the opening and closing of new graves.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
H. S. Cox
D. H. Moehring
C. T. Keasey

RWE:ia srb

Atts.

Form E-123

United States Department of the Interior

NATIONAL PARK SERVICE
920 N. E. 7th Avenue
Portland, Oregon 97232

June 11, 1971

IN REPLY REFER TO:
7799 REFERRED TO
BY SECRETARY

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Query:

The descriptive information provided us on the following projects has been reviewed:

1. Rice Hill - Oakland Interchange Section
   Pacific Highway I-5, Douglas County

2. Ashland-Interstate (I-5) Section
   Green Springs Highway (ORE 66)
   City of Ashland

We have no comments on these proposals.

Thank you for the opportunity of reviewing and commenting on them.

Sincerely yours,

Daniel F. Burroughs
Chief, Portland Field Office

RECEIVED
JUN 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 14 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
F. D. KNIGHT

NOTED
FLOYD QUERY

RECEIVED
MAY 18 1971
FOR FILING
7799

May 17, 1971

Mr. R. K. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 3700
Salem, Oregon 97308

Project No. F-166(1)
Park St.-Tolman Cr. Rd. Sec. (NOW)
(File 45886 - City of Ashland)

Dear Sir:

We hereby request your approval of a minor program change on the subject project to extend the project limits westerly .1 mile to include the right of way to be acquired from the city of Ashland, file 45886, as outlined in red on the enclosed sketch map.

We also request your authorization to proceed with the actual acquisition of the property including incidentals and the relocation of the graves.

A public hearing has not been offered or held in regard to the proposed continuing improvement of the section of highway from the Siskiyou Blvd.-Park Street; however, since right of way is required from this city of Ashland property for the approved design presented at the public hearing for the Park St.-Tolman Creek Road Section, we are of the opinion that no further public hearing is required for the acquisition of the additional right of way from the city of Ashland property.

The acquisition of this property involves the relocation of a number of graves which are situated within the proposed right of way, and past experience has indicated that lengthy negotiations are normally required to accomplish this. This being the case, the State and city of Ashland have entered into an agreement wherein the City agrees to begin contacting the relatives of persons buried within the area to be acquired for right of way to obtain permission for the relocation of the graves and effect their removal. The agreement further provides for the State to reimburse the City for 75 percent of the actual costs incurred by the City for the relocation of these graves with the State's portion not to exceed $6,200. Enclosed are conformed copies of the State-City agreement and your approval of the agreement is requested.

The enclosed copy of Mr. Oakes' memo of May 5, 1971, states that the estimated cost of the property required for right of way is $4,000 with an additional $6,200 for the State's share of relocating the graves.

Your approval of the above-requested minor program change will increase the estimated cost and federal funds for the project as presently programmed as follows:

	Total Cost	Federal Funds
Presently Programmed	$179,950	$114,000
Additional Project Cost Change	10,200	6,400
Total	$180,150	$120,400

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:bb

cc: J. R. Oakes
R. N. Chase
M. Mitchell

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 5, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Attention: Mr. Glen Green

Location/Design Approval
Park St.-Tolman Cr. Unit
Ashland-Pac. Hwy. Section
Project F-166(-)
Green Springs Highway
Jackson County

Dear Sir:

We request your approval of the location/design criteria as described hereinafter and in the enclosed study report for the proposed project on the Park Street-Tolman Creek Unit of the Ashland-Pacific Hwy. Section of the Green Springs Highway in Jackson County.

Location: The route location for the proposed project generally follows the existing highway.

Design: The design criteria for the proposed roadway facility consists of a 70-foot curbed section providing four 12-foot travel lanes of high-type pavement, 16-foot median which allows for left-turn lanes and a 3-foot offset each side from the curb. Parking will not be permitted. Access control will be partial (limited) with the majority of the existing street connections and approaches retaining their same location.

The design criteria for the proposed grade separation structure over the Southern Pacific Transportation Company railroad tracks consists of a reinf. conc. deck girder overcrossing, length 315 feet, horizontal clearance 70 feet, with a 5-foot sidewalk on both sides.

Routing

1 [illegible]
2 [illegible]
3 A. Olson
Sample
Harpin
Swanson
4 Keyes

RECEIVED
MAY 5 1970
DESIGN
DIVISION

5 [illegible]
6 [illegible]
Scott
R. Olson
Carstensen

We trust the foregoing information is sufficient for you to give us location/design approval on this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

ORIGINAL SIGNED BY
By E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

Enclosures
cc: Forrest Cooper
R. L. Porter
L. H. Young
D. J. Barbee
H. S. Cox
R. N. Chase
B. L. Gifford

Hearing Park St - Tokay Rd. Seed. Green Springs Hwy.

The proposed project will have limited access. Park Street and Faith Avenue will be connected in the same location as they are now with Clay Street being revised as previously stated. Most of the road approaches will be connected in the same location as they are now; however, there will be several approaches revised to provide safer access to the proposed facility. Thank you.

MR. WOLFE: Thank you, Mr. Keasey. At this time I would like to call on Mr. Chatwood to explain right-of-way procedures and relocation assistance.

MR. K. A. CHATWOOD: Ladies and gentlemen, any property which is required for the construction of a project will be appraised either by a member of the Highway Division's appraisal staff or by a fee appraiser, or both, and following a review of the appraisal background, negotiations will be undertaken with the owner of the property. All appraisals will be on the basis of "market value."

"Market value" is defined as the price a willing buyer would pay for a property offered by a willing seller with neither party having any obligation to either buy or sell. This is known as the willing buyer-willing seller concept and is the basis for "market value."

For the State to pay less than market value would be unfair to the property owner. For the State to pay more than the market value of property would be unfair to the road user who provides the tax monies for road improvements.

The Second Session of the 90th Congress passed the Federal-Aid Highway Act of 1968, and on August 23, 1968, President Johnson signed the act into law.

The 1968 act now in effect has liberalized the benefits available to persons displaced from their homes, farms, or business locations by Federal-aid highway programs. The new benefits are not a part of the market value of property acquired; but, rather, are in addition to payment for property.

The benefits include:

(1) Relocation advisory assistance to all persons, businesses, or farms displaced as a result of a public improvement.

(2) A moving payment to compensate individuals, businesses, farms, and nonprofit organizations for their actual and reasonable costs to move not to exceed 50 miles.

(3) Incidental expenses on the transfer of the real property such as: prorating real property taxes, payment of recording fees, transfer taxes, and miscellaneous items.

(4) Under certain conditions displaced farms and businesses may be eligible for benefit payments in lieu of moving costs.

such city after having first given written notice thereof to the mayor at least ten days prior thereto and, at such public hearing persons who favor or oppose the contemplated action shall be given an opportunity to be heard."

Also, I would like to read excerpts from the U. S. Department of Transportation Policy and Procedure Memorandum 20-8, issued as revised January 14, 1969:

"1. PURPOSE

a. The purpose of this PPM is to ensure, to the maximum extent practicable, that highway locations and designs reflect and are consistent with Federal, State and local goals and objectives. The rules, policies and procedures established by this PPM are intended to afford full opportunity for effective public participation in the consideration of highway location and design proposals by highway departments before submission to the Federal Highway Administration for approval. They provide a medium for free and open discussion and are designed to encourage early and amicable resolution of controversial issues that may arise."

Further, in line with the Policy and Procedure Memorandum, you will be entitled to ten days from today to submit written statements as to a choice of corridor or design for this proposed project. This can be done simply by addressing a letter to the Oregon State Highway Commission, State Highway Building, Salem, Oregon 97310. These communications will also be made a part of the transcript of the hearing, just as though the statement had been made here this evening.

So that you may know those of us at the front of the room, starting on your left, Mr. Cecil Head, Assistant Secretary to the Highway Commission; Mr. Carroll Keasey, Division III Chief Engineer; Mr. K. A. Chatwood, Administrative Right of Way Agent from Salem; Mr. Paul Riedl, Area Engineer, Bureau of Public Roads. I am Victor Wolfe, Administrative Assistant to the State Highway Engineer. (There were approximately 35 other persons present.)

We will follow a format tonight that we have used for a long time and has proven quite effective in transcribing the hearing so that it will study readily.

We will explain to you the State's proposal. We will explain to you right-of-way procedures and relocation assistance. We will then start taking statements, starting with official governmental bodies, quasi-official bodies, working our way down to individuals and will then continue the hearing until anyone present who wishes to make a statement has had an opportunity to do so.

At this time I would like to call on Mr. Keasey to explain to you the State's proposal. Now do you all have maps so that you can look at them as Mr. Keasey gives you this explanation?

MR. CARROLL KEASEY: Ladies and gentlemen, the westerly end of the proposed project is at the easterly edge of Park Street. The easterly end of the proposed project is approximately 400 feet west of Tolman Creek Road. Temporary connections will be provided at each end of the proposed project.

FORM E-20 50M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1971

SUBJECT: Survey design map

To: Mr. R. L. Porter
State Highway Engineer

B U I L D I N G

Attached is a survey design approval map originally approved by the Commission June 2, 1970, without access control, on the Park Street-Tolman Creek Road Section of the Green Springs Highway.

Floyd Scott brought this to my attention and he also provided the attached information which indicates that the access control should be limited. If this is agreeable, would you please place your initials opposite the limited statement.

Floyd Query

Floyd Query, Secretary

Corrected our file copy map & RLP initialed it & then new maps were prep. & distributed however we kept 1 of our map with RLP initials

FQ:fkn
Attachments

Fran ✓

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FLOYD QUERY

COPY FOR MR. H.S. Cox
From Hwy Dist. Engr.

HIGHWAY CORRIDOR AND DESIGN RESOLUTION

5-4-71

WHEREAS, the State Highway Commission heretofore authorized and directed the Engineer to study and prepare a route location and highway design for the Tolman Creek Road-Pacific Highway Section of the Green Springs Highway in Jackson County, and in connection therewith to prepare a map showing the location and design for said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed his study and prepared a map showing the route location and highway design and has submitted the same for the final decision of the Commission; and

WHEREAS, a public hearing was advertised but no requests were received for a hearing on the proposed project; and

WHEREAS, after due consideration of the aforesaid map, field notes and other engineering data submitted by the Engineer; and also of the social, economic and environmental effects of the route location and highway design proposed by the Engineer, it is the judgment of the Commission that the route location and highway design for said highway section designated as Tolman Creek Road-Pacific Highway Section of the Green Springs Highway in Jackson County should be approved.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the route location and highway design as shown on the Engineer's map of the Tolman Creek Road-Pacific Highway Section of the Green Springs Highway beginning at Highway Engineer's Station 54+50 at Tolman Creek Road and extending in an easterly direction to Highway Engineer's Station 67+00 just west of the Pacific Highway in the city of Ashland which map for identification purposes bears Survey Design Approval Map File No. 1R-4-488 and the date of May, 1971, field notes and other engineering data submitted by the Engineer hereby are approved and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway is permanently constructed the same shall be done in accordance with said route location and highway design unless otherwise directed or ordered by the Commission.

May 4, 1971

RECEIVED
COUNTY & CITY SECTION
MAY 19 1971
☑ ENGR. ☑ COOR. ☑ GE ☑ RE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

Tolman Cr Rd - Pacific Hwy

3. That this approval and adoption of said route location and highway design constitutes and is determined as instructions to the Engineer to prepare and make available to the Right of Way Section all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of said highway section. This approval and adoption shall also constitute authority for the Right of Way Section to proceed promptly with acquisition of the necessary rights of way pursuant to the route location and highway design approved hereby with limited access control.

4. That this resolution be entered in the minutes and records of the Commission as of the 4th day of May, 1971, as "Highway Corridor and Design Resolution No. 397."

7799

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

21

Salem 97310
April 29, 1971

SUBJECT: ACCESS POINTS
Ashland-Pacific Interstate 5
Green Springs Highway
Jackson County

To: Mr. Frank Hall
Design Engineer

B U I L D I N G

Attention: Mr. George Wills
Chief Locating Engineer

Attached is a copy of a list of road approach locations which will be the basis for appraisal and negotiation on the subject project. This list is being forwarded for whatever use it might be. We will attempt to translate the list into actuality by option agreements.

You will still receive the usual E-300 Form covering option obligations, and any variance from the attached list will appear on the form.

John R. Oakes
Assistant Right of Way Engineer

JRO:ph

Attachments

1 Wills RECEIVED
APR 29 1971
DESIGN SECTION

Scott
Swenson
R. Olsen
Trout
Do Not File ☐
Keep ☐
Return To
Other

1 Copy to Fred Ericksen 4/29/71

ASHLAND-PACIFIC INTERSTATE 5
GREEN SPRINGS HIGHWAY
JACKSON COUNTY

LIST OF ACCESS POINTS

OWNER	STATION	SIDE	R/A	T.S.	CONSTRUCT	REMARKS
Richfield Oil Corp.	0+21	N	35	32	State	
State of Oregon	5+00	N	35	16	State	
Stadium St.	6+20	N	35		State	Street
State of Oregon	7+55	N	35	16	State	
State of Oregon	9+00	N	35	20	State	
Walker St.	9+92	N			State	Street
Galey	10+50	N	35	20	Owner	Vacant Lot
Galey	12+25	N	35	20	Owner	Vacant Lot
Weller	12+77	N	35	20	State	Veterinary Clinic
Voris	14+25	N	35		State	Shell Service
Voris	15+10	N	35	20	State	Plumbing and Trailer Park
Monroe and Rasmussen	16+40	N	35	20	State	State Highway Offices
Stiner (Davis)	17+09	N	35	16	State	House
Litway	18+26	N			State	Street
Roach (Reed)	19+00	N	35	20	Owner	House
Jackson	19+65	N	35	20	State	House
Sween (Reed)	20+52	N	35	26	State	Paint Store
Ray Lane	21+02	N			State	Street
Litwiller, G.R. & D.	22+00	N	35	20	State	Body Shops
Cottle	22+31	N	15	12	State	Access to Property (JOINT 26' DRIVEWAY)
Litwiller	22+46	N	15	12	State	Funeral Home
Normal Ave.	23+77	N			State	Street

See following pages for Park St. – Pacific Hwy. Section

Begin R/W for Park st. - Pacific Hwy. Sect., North Side

OWNER	STATION	SIDE	R/A	T.S.	CONSTRUCT	REMARKS
City of Ashland	25+42	N	30	16	State	Cemetery
City of Ashland	26+80	N	30	16	State	Cemetery
City of Ashland	28+08	N	30	16	State	Cemetery
City of Ashland	29+38	N	30	16	State	Cemetery
City of Ashland	30+68	N	30	16	State	Cemetery
Union Oil Access Rd.	31+08	N	35	20	State	
Nealeg (Vanderwalle)	1+00	E	35	20	Owner	
Nealeg	31+92	N	35	20	State	
Parrta	3+00	N	35	20	State	
Parrta	3+00	S	35	20	State	
Jensen	~~3+25~~ Total taking	N	35	16	State	House
Clay St.	46+50	N			State	Const. Access Rd.
Parent → Access Road	~~(Joint)~~	N	35	26	State	Joint with Parent
Thompson — Parent — C.P.	~~48+53~~ 48+25					
~~Bohnenkamp (Knighten)~~ Knighten — Y.M.C.A. — C.P.	~~49+75~~ 49+95	N	35	16	State	House
Richards	52+07	N	35	16	State	Vacant Lot
Richards	53+95	N	35	20	State	Heating & Sheet Metal
Tolman Creek Rd.	54+96	N			State	
~~Johnson~~ Reno	55+45	N	30	16	State	House
~~Johnson~~ Reno	58+17	N	30	16	State	Fruit Stand
Wright	58~~+57~~ +47	N	30	16	State	House
Therres	60+50	N	30	16	State	House
~~Bohnenkamp~~ Womack (Rickard)	61+79	N	35	32	State	Motel
~~Bohnenkamp~~ "	62~~+78~~ +68	N	35	32	State	Cafe
Bohnenkamp & "	63+70	N	35	32	State	Service Station
Bohnenkamp	64+89	N	35	32	State	Service Station

Owner	STATION	SIDE	R/A	T.S.	CONSTRUCT	REMARKS
Union Oil Co.	2+90	S	35	32	State	
Union Oil Co.	3+80	S	35	32	State	
Myers (JOINT) Larson	5+10	S	35	32	State	
Larson	5+97	S	35		State	Motel
Allen	7+02	S	35	32	State	Stores
Allen	7+80	S	35	32	State	Stores
Allen	9+10	S	35	20	State	Stores, Ally
Walker Ave.	9+92	S			State	Street
Gannaway	10+80	S	35	32	State	Market, Laundromat
Gannaway	11+60	S	35	32	State	Appliances, Barber-shop
Kirsher, Litwiller	12+07	S	35	32	State	A.A. Electric
Kirsher (JOINT) Jones	12+70	S	40	32	State	Furniture Land
Jones	14+33	S	35	16	State	House
McMinn	14+85	S	35	20	Owner	Vacant Lot
McMinn	16+12	S	35	16	State	House
McMinn	17+10	S	35	20	Owner	Vacant Lot
Coulter	17+67	S	35	16	Owner	House
Litway	18+62	S			State	Street
Reed	19+00	S	25	16	State	House
Clark (Bayless)	20+00	S	30	20	Owner	House
Ray Lane	20+65	S			State	Street
Officer	21+20	S	35	32	State	Cafe
Miller	22+05	S	30	16	State	House

Begin R/W for Park St.- Pacific Hwy. Sect.,
South Side

OWNER	STATION	SIDE	R/A	T.S.	CONSTRUCT	REMARKS
Puckett	22+70	S	30	16	State	House
Normal Ave.	23+74	S			State	Street
City of Ashland	✓ 24+~~77~~ 75	S	30	20	Owner	Cemetery
Sherwood St.	✓ 26+41	S			State	Street
City of Ashland	✓ 27+44	S	30	20	State	House
Johnston	✓ 27+82	S	30	16	State	House
Johnston	✓ 28+60	S	35	32	State	Tire Sales
Park St.	✓ 29+66	S			State	Street
Seaney	✓ 30+35	S	35	20	Owner	Vacant Lot
Hartwell	✓ 31+66	S	35	20	State	House
Hartwell	✓ 32+52	S	35	32	State	Body Shop
~~Foster~~ (Clark)	✓ 33+27	S	35	20	Owner	House
Faith St.	✓ 33+98	S			State	Street
Oskar	On new st. 37+35	S	35	16	State	House
Antonucci	" " " 39+00	S	35	16	Owner	Vacant Lot
Fraser	" " " 40+25	S	30	16	State	Trailer House
~~Fir Milling & Planing~~ Summit Inv. Co. ~~Co.~~	~~48+00~~ 47+00	S	35	32	Owner	Vacant Lot
~~Fir Milling & Planing~~ Summit Inv. Co. ~~Co.~~	✓ 51+30	S	35	32	State	Vacant Lot
~~Fir Milling & Planing~~ Summit Inv. Co. ~~Co.~~	✓ 54+00	S	35	32	Owner	Vacant Lot
Tolman Creek Rd.	✓ 54+96	S			State	Street
Brewer	? 55+50 — Very close to Tolman Cr. Road	S	35	32	Owner	
Prefer →	56+00					
Brewer	✓ 57+45	S	35	32	Owner	
Bussell (Davis - C.P.)	✓ 58+72	S	30	16	State	House
Miller	✓ 60+~~56~~ 25	S	30	16	State	House

No control

OWNER	STATION	SIDE	R/A	T.S.	CONSTRUCT	REMARKS
	Access allowed to road to connect at 62+03.					
Young	~~63+40~~	S	30	16	State	~~House~~
~~Elkdahl~~ Reproco, Inc.	~~63+00~~ ~~64+27~~ & 64+35	S S	30? ?	? ?,	State "	~~House~~ Serv. Sta. " "
Conner (Am. Oil Co.)	64+~~01~~ +85	S	30?	16 ?	State	~~House~~ " "
Johnson + Am. Oil Co.	65+~~01~~ +75	S	35?	16 ?	State	House + " "

Submitted: J. M. Loath
Liaison Agent

Recommended: [illegible]
Locating Engineer

APPROVED: John Quinn
Asst. DIVISION ENGINEER

APPROVED: O. K. Mehrens
RIGHT OF WAY ENGINEER

APPROVED: F. B. Klahn
Asst. STATE HIGHWAY ENGINEER

APPROVED
G. A. Hall
Design Engr.

7797

21

Salem, Oregon
April 5, 1971

Mr. D. H. Moehring
Right of Way Engineer
BUILDING

45886 - City of Ashland
Park Street - Pacific Highway
Section
Green Springs Highway
Jackson County

Attached is an advance description, an authorization and right of way prints covering the City of Ashland property on the subject section.

Parcel 2 of this description apparently conflicts with some graves in the area and it is our understanding that a City-State agreement has been signed to permit the occupied graves to be removed from our right of way.

Frank L. Hall
Design Engineer

By

Floyd O. Scott
Right of Way Description Engineer

FOS:hc

Attachments

Wolf
A. Olson
Wills
Hackleman
Carstensen
Mayo
Tenold
Sorenson

RECEIVED
APR 5 1971
DESIGN SECTION

Scott
Swenson
R. Olson
Trout

Do Not File ☐
Keep ☐
Return To
Other

FORM E-30 BOM 12-68 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 30, 1970

SUBJECT:
Park St.-Tolman Cr. Rd. Section
Green Springs Highway

To:
Mr. Frank L. Hall
Design Engineer

B U I L D I N G

The attached letter dated December 18, 1970, from Mr. Quiner, Regional Construction Engineer, discusses the moving of several graves which are within the proposed right of way for the subject project.

In order to commence right-of-way negotiations and accomplish subsequent moving of the graves, it will be necessary for us to furnish right-of-way descriptions to our Right of Way Section.

The City-County Section is in the process of negotiating necessary agreements with the City of Ashland.

L. H. Young

L. H. Young
Program and Planning Engineer

Attachment

RWE:ia

cc: F. B. Klaboe
D. H. Moehring
H. S. Cox

1 Hall 12
A. Olson
Wills
Hackleman
Cardinsen
Kaye
Scott 2
Swenson
R. Olson
Trout 17

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DEC 31 1970
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Other

File (45886) - Desc. to R/W 4-5-71

TURNED TO

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 18, 1970

SUBJECT: Park St.-Tolman Cr. Rd. Sec.
Green Springs Highway

To: Mr. L. H. Young
Program & Planning Engr.
S A L E M

I am forwarding herewith the information you requested in your December 8, 1970 letter regarding the graves within the proposed right of way acquisition on the Green Springs Highway. The occupied graves are indicated on the attached sketch as well as a list of the next of kin. B. E. Brown has obtained an estimate for moving each grave which is $295.

The City of Ashland is very interested in having these graves removed as soon as possible. I am sure that you will have no trouble reaching an agreement with the City of Ashland for performing this work.

John Quiner II

JOHN QUINER II
Regional Construction Engineer

JQII/cw
Enc.
cc D. H. Moehring
H. S. Cox

NOTED.
R. W. ELLISON

RECEIVED
DEC 21 1970
PROGRAM & PLANNING
DIVISION

Ellison
Discuss w/ Coy for agreement w/ City. Then we can forward for implementation

Copy of attachments to Cox

BP*52478-734

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon

December 17, 1970

SUBJECT: Park St.-Tolman Cr. Rd. Sec.
Green Springs Highway
Ashland, Ore.

To: John Quiner
Regional Const. Engr.

Attached is a sketch map showing the graves inside the proposed right of way on the Green Springs Highway. A listing of the last known address for the next of kin is also enclosed. Please note that three bodies are located within the area of taking, but are not in plotted graves. (Driver, Wilcox, Murphey).

The following cost estimate for transferring these graves is as follows:

Cost Estimate

Land cost new grave	$100.00
Excavation & transfer	$130.00
Open & close new grave	$ 65.00
Unit cost	$295.00 ea.

The city of Ashland has indicated they have talked to several next of kin and would like to start the necessary work to get these graves moved.

B. E. BROWN
Res. Engr.

BEB/ws

℄ Greensprings Highway

Wilcox, Joon	Driver, Freddie	Rowton, Gilbert H.	Henderson, Harry
		Rowton, Nellie M.	Dykster, Grace R
		Wadsworth, Lucie O.	Renzema, Anna R.
		Wadsworth, Wm. P.	Renzema, Dirk J.
		McMahn, Andy T.	Scott, Katie L.
		McMahn, Rhoda E	Scott, E. H.

King, Donald	
McCord, Lymon E.	High, Elizabeth
Dunkin, Earl B.	
Dunkin Mabel B.	
Monney Wm. H.	
Monney, Ruth	

Lyons, Daniel B
High, Charles
High, Nathan
High, Alice
Lapree, Burton. R
Lapree, Effie
Murphy, Thelma V.

10

11

N

Proposed R/W

Mt. View Cemetary

Ashland - Hwy 66

MANNEY, RUTH (1970) Next of Kin: C.J. Small 1542 W. San Madele Fresno, Calif. 93705 Roger Hall 2455 David Lane Medford, Ore. 97501	Sec.3-100F Bl. 10 Lot 2 Sp. 3	Have talked to
MANNEY, WILLIAM H. (1944) Next of Kin: C.J. Small 1542 San Madele, W. Fresno, Calif. 93705 Roger Hall 2455 David Lane Medford, Oregon 97501	Sec. 3-100F Bl. 10 Lot 2 Sp. C Ph. 535-4519	Have talked to
MCCORD, LYMAN EDGBERT (1955) Next of Kin: Mrs. Joe King 296 - 6th St. Ashland, Oregon 97520	Sec. 3-100F Bl. 10 Lot 1 Sp. C	Have talked to
KING, DONALD (1939) Next of Kin: Mrs. Joe King (mother) 297 - 6th St. Ashland, Oregon 97520	Sec. 3-100F Bl. 10 Lot 1 Sp. N	Have talked to
RENZEMA, DIRK J. (1945) Next of Kin: Milton Renzema (son) 532 Scenic Drive Ashland, Oregon 97520	Sec. 3-100F Bl. 1 Lot 3 Sp. N	Have talked to.
RENZEMA, ANNA R. (1966) Next of Kin: Milton Renzema (son) 532 Scenic Drive Ashland, Oregon 97520	Sec. 3-100F Bl. 1 Lot 4 Sp. S	Have talked to
DYKSTER, GRACE R. (1945) Next of Kin: Jennie Goldy (daughter) 543 Scenic Drive Ashland, Oregon 97520	Sec. 3-100F Bl. 1 Lot 4 Sp. C	Have talked to

MURPHY, THELMA (1963)
Sec. 3-100F
Bl. 11
Lot 2
Sp. S of S

Next of Kin:
Conrad Murphy (husband)
Oxford Road
Redding, Ca. 96001

LAPREE, BURTON R. (1965)
Sec. 3-100F
Bl. 11
Lot 2
Sp. C

Next of Kin:
Vernon La Pree
1007 N. Oakdale Avenue
Rialto, Ca 92376

LAPREE, EFFIE (1943)
Sec. 3-100F
Bl. 11
Lot 2
Sp. S

Next of Kin:
Vernon La Pree
1007 N. Oakdale Avenue
Rialto, Ca. 92376

HIGH, ELIZABETH G. (1938)
Sec. 3-100F
Bl. 10
Lot 3
Sp. C

Next of Kin:
Ed High (Husband)

Roseburg, Oregon

(Mrs. Joe King also related)

DUNKIN, EARL B. (1945)
Sec. 3-100F
Bl. 10
Lot 1
Sp. S

Next of Kin:
Frank Dunkin (son)
1510 - 19th St., N.E.
Salem, Ore. 97303

HIGH, CHARLES (1944)
Sec. 3-100F
Bl. 11
Lot 1
Sp. C

Next of Kin:
Dr, Lester High
1624 Franklyn St.
Oakland, Ca. 94600

HIGH, NATHAN (1948)
Sec. 3-100F
Bl. 11
Lot 1
Sp. S

Next of Kin:
Dr. Lester High
1624 Franklyn St.
Oakland, Ca. 94600

HIGH, ALICE I. (1961)
Sec. 3-100F
Bl. 11
Lot 2
Sp. N

Next of Kin:
Dr Lester High
1624 Franklyn St.
Oakland, Ca.

DUNKIN, MABEL B. (1960)

Next of Kin:
Frank Dunkin (son)
1510 - 19th St., N.E.
Salem, Ore. 97303

Sec. 3-I00F
Bl. 10
Lot 2
Sp. N

WADSWORTH, LUCIE O. (1944)

Next of Kin:
Frank Scott
Douglas Lane
Mt. Shasta, Calif.

Sec. 3-I00F
Bl. 1
Lot 2
Sp. N

WADSWORTH, WILLIAM D. (1944)

Next of Kin:
Frank Scott
Douglas Lane
Mt. Shasta, Calif.

Sec. 3-I00F
Bl. 1
Lot 2
Sp. N

WILCOX, JOAN M. (1941) Baby 2
Mother & Father dead
lived in K. Falls

LYONS, DANIEL B. (1925)
Sec. 3-100F
Bl. 11
Lot 1
Sp. N

HENDERSON, HARRY (1946)
Rhoda McMahan
Relative
(Grad)
Sec. 3-100F
Bl. 1
Lot 4
Sp. N

ROWTON, NELLIE M. (1948)
Sec. 3-100F
Bl. 1
Lot 1
Sp. C

McMAHAN, ANDY T. (1943)
Sec. 3-100F
Bl. 1
Lot 2
Sp. C

McMAHAN, RHODA ELLEN (1953)
Sec. 3-100F
Bl. 1
Lot 2
Sp. S

ROWTON, GILBERT H. (1939)
Sec. 3-100F
Bl. 1
Lot 1
Sp. N

SCOTT, KATIE L. (1946)
Next of Kin:
Frank Scott (son)
Douglas Lane
Mt. Shasta, Calif.
Sec. 3-100F
Bl. 1
Lot 3
Sp. C

SCOTT, ISAAC H. (1943)
Next of Kin:
Frank Scott (son)
Mt, Shasta, Ca.
Sec. 3-100F
Bl. 1
Lot 3
Sp. S

DRIVER, FREDDIE EUGENE (1940)

(Baby)

City of Ashland
[illegible]/589, 195/391,
[illegible]/320

TYPICAL BLOCK SECTIONS
BLOCKS 5,6,15,&16
BLOCK 25

SECTION 2
SECTION 3
SECTION 6
SECTION 7

Exist. R/W

S. Line Pat. Sup. Cemetary Plat 2

S 88°24' E

2" Gas Line
8" Water Line
Fire Hydrant
Curb & Gutter
Sidewalk
Drive
Cedar
Fnd. Pipe
Fnd. Mon.
Fnd. Nail
Fnd. Stone
Fnd. Iron Pipe
Fnd. Spike
Fnd. Bolt
Fnd. Cross
Fnd. Rebar
Fnd. Tack
Fnd. Pk Nail
Fnd. Brass Cap
Fnd. Copper Rod
Fnd. Copper Nail
Fnd. Copper Cap
Fnd. Chiseled X
Fnd. Chiseled Cross
Fnd. Chiseled Square
Fnd. Chiseled Circle
Fnd. Chiseled Triangle
Fnd. Chiseled Diamond
Fnd. Chiseled Star
Fnd. Chiseled Heart
Fnd. Chiseled Arrow
Fnd. Chiseled Flag
Fnd. Chiseled Anchor
Fnd. Chiseled Bell
Fnd. Chiseled Key
Fnd. Chiseled Lock
Fnd. Chiseled Shield
Fnd. Chiseled Crown
Fnd. Chiseled Wreath
Fnd. Chiseled Ribbon
Fnd. Chiseled Banner
Fnd. Chiseled Scroll
Fnd. Chiseled Book
Fnd. Chiseled Pen
Fnd. Chiseled Quill
Fnd. Chiseled Inkwell
Fnd. Chiseled Compass
Fnd. Chiseled Square & Compass
Fnd. Chiseled Level
Fnd. Chiseled Plumb Bob
Fnd. Chiseled Transit
Fnd. Chiseled Theodolite
Fnd. Chiseled Surveyor's Rod
Fnd. Chiseled Surveyor's Chain
Fnd. Chiseled Surveyor's Tape
Fnd. Chiseled Surveyor's Pin
Fnd. Chiseled Surveyor's Flag
Fnd. Chiseled Surveyor's Stake
Fnd. Chiseled Surveyor's Hub
Fnd. Chiseled Surveyor's Tack
Fnd. Chiseled Surveyor's Nail
Fnd. Chiseled Surveyor's Spike
Fnd. Chiseled Surveyor's Bolt
Fnd. Chiseled Surveyor's Cross
Fnd. Chiseled Surveyor's Rebar
Fnd. Chiseled Surveyor's Iron Pipe
Fnd. Chiseled Surveyor's Stone
Fnd. Chiseled Surveyor's Mon.
Fnd. Chiseled Surveyor's Brass Cap
Fnd. Chiseled Surveyor's Copper Rod
Fnd. Chiseled Surveyor's Copper Nail
Fnd. Chiseled Surveyor's Copper Cap
Fnd. Chiseled Surveyor's Chiseled X
Fnd. Chiseled Surveyor's Chiseled Cross
Fnd. Chiseled Surveyor's Chiseled Square
Fnd. Chiseled Surveyor's Chiseled Circle
Fnd. Chiseled Surveyor's Chiseled Triangle
Fnd. Chiseled Surveyor's Chiseled Diamond
Fnd. Chiseled Surveyor's Chiseled Star
Fnd. Chiseled Surveyor's Chiseled Heart
Fnd. Chiseled Surveyor's Chiseled Arrow
Fnd. Chiseled Surveyor's Chiseled Flag
Fnd. Chiseled Surveyor's Chiseled Anchor
Fnd. Chiseled Surveyor's Chiseled Bell
Fnd. Chiseled Surveyor's Chiseled Key
Fnd. Chiseled Surveyor's Chiseled Lock
Fnd. Chiseled Surveyor's Chiseled Shield
Fnd. Chiseled Surveyor's Chiseled Crown
Fnd. Chiseled Surveyor's Chiseled Wreath
Fnd. Chiseled Surveyor's Chiseled Ribbon
Fnd. Chiseled Surveyor's Chiseled Banner
Fnd. Chiseled Surveyor's Chiseled Scroll
Fnd. Chiseled Surveyor's Chiseled Book
Fnd. Chiseled Surveyor's Chiseled Pen
Fnd. Chiseled Surveyor's Chiseled Quill
Fnd. Chiseled Surveyor's Chiseled Inkwell
Fnd. Chiseled Surveyor's Chiseled Compass
Fnd. Chiseled Surveyor's Chiseled Square & Compass
Fnd. Chiseled Surveyor's Chiseled Level
Fnd. Chiseled Surveyor's Chiseled Plumb Bob
Fnd. Chiseled Surveyor's Chiseled Transit
Fnd. Chiseled Surveyor's Chiseled Theodolite
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MT. VIEW CEMETARY

(Formerly I.O.O.F.)

City of Ashland
192/170

Drive

24.75 - Rt. 30'R.A. Owner

SECTION 1

SECTION 2

SECTION 3

25.40 - 26.11 (S.W.) Const. Type A Retaining Wall
Conc. Cu. Yds. 911 Lbs. Steel
Met. Reinf. 114 C.Y.
Tr. Exc.

Curb & Gutter

Curb & Gutter

S.M.J. & N. Nimsey
562 1/148

Curb & Gutter

6" San. Sewer

4" Gas

Water Line

34'

50'

Drive

(429' Cemetery)

Found 3/4" Pipe
1079.N. of
SE Cor D.L.C. No. 43

East Line Robert Wright D.L.C. 45

N. 196,809.55
E. 1,408,601.47

23.17± Const. Street Connection

City of Ashland
497/178

SHERWOOD ST.
Granite

26.44 Const. Street Connection

(60')

House

Conc. Walk

Gar.

House

Drive

Plum Tree

(150')

City of Ashland
501/135

467/401

Ross Johnston Tire Sales

29.13.5 - 29.48 (R)
Inst. 12" Culv. Pipe
Tr. Exc. 11 C.Y.

Const. Type C Curb

R.R. & A.E. Johnston
467/505

(75')

27.82 Rt. 30' R.A. State

28.60 Rt. 35'2.A. State

Exist. R/W

Proposed R/W

Type "C" Curb

Retaining Wall

Baby Plots

SECTION 1

SECTION 2

SECTION 3

BLOCK 11
LOT 1
N C.E. Barnum
C F.M. Barnum
S C.E. Barnum
LOT 2
N P. Hatcher
C G. Spencer
S L. Spencer

BLOCK 2
LOT 1
N Malinda James
C Evelyn Pierce
S J.M. Taylor
LOT 4
N B. Stevens
C City
S "

BLOCK 9
LOT 1
N Effie Metsker
C G. Metsker
S Della Brayton
LOT 4
N L. Thornberry
C E. Levulett
S J. Pelchett

BLOCK 1
LOT 1
N Claude Padgett
C Myrtle Spaulding
S Sven Swan
LOT 4
N S. Atcheson
C S.K. & J. Samuelson
S N. Samuelson

BLOCK 8
LOT 1
N Allen Bailey
C E. Smith
S M. Hagenbotham
LOT 4
N C.G. Yarbrough
C W. Wilkens
S W.W. Wilkens

BLOCK 1
LOT 1
N G.H. Rowton
C H.M. Rowton
S L.O. Wadsworth
LOT 2
N W.D. Wadsworth
C A.T. McMahn
S R. McMahn
LOT 3
N D.J. Renzena
C K.L. Scott
S J.H. Scott
LOT 4
N H. Henderson
C G.K. Dykster
S A. Renzena
BLOCK 2
LOT 1
N J. Mosley
C F.L. Buie
S A.C. Pack
LOT 4
N A.L. Stewart
C D. Kerr
S A.D. Kerr

BLOCK 10
LOT 1
N D. King
C L. McCord
S E.B. Dunkin
LOT 2
N M.B. Dukin
C W.H. Manney
S R. Manney
LOT 3
N E.G. High
C "
S "
LOT 4
N E.G. High
C E. High
S E.G. High
BLOCK 9
LOT 1
N V.T. King
C D.J. Hendrick
S A.M. Silva
LOT 4
N E.M. Kindred
C E.J. Davis
S A.F. Blatter

BLOCK 11
LOT 1
N D.B. Lyons
C C. High
S M. High
LOT 2
N A. High
C E.W. Lapre
S E. Lapre
33 T.B. Murph
BLOCK 12
LOT 1
N V. Davis
C C.S. & E.S.
S D.H. Han

INSERT: MT. VIEW CEMETARY OWNERSHIP & BURIAL PLOTS

SCALE: 1" = 20'

City of Ashland
[illegible]589, 195/331,
[illegible]320

TYPICAL BLOCK SECTIONS
BLOCKS 5,6,15,&16
BLOCK 25

SECTION 3
SECTION 6
SECTION 7
SECTION 10

Exist. R/W 7
Proposed R/W 7
Exist. R/W 7
Cemetary Plat 2
S 88°24'E
Prop. Conc. Curb & Gutter
Prop. Water Line
Exist. R/W
Prop. Conc. Pipe
Exist. R/W
Prop. Conc. Pipe
Drive
29135 - 29+95 (R)
Inst 12" Culv. Pipe
Tr. Exc 11 C.Y.
Conc. Walk
House
Gar.
Ross Johnston Tire Sales
Curb & Gutter
Curb & Gutter 15' Conc. Drive
Drive
10' Conc. Drive
Liveled Line 2
6" San. Sewer
2" Gas Line 2
Conc. Walk
Black Berry Bushes
Bush Berry
Bushes
Conc. Walk
Conc. Walk
House
House
Conc. Walk
Conc. Walk
Conc. Walk

W CEMETARY OWNERSHIP & BURIAL PLOTS

SCALE: 1" = 20'

BLOCK 9
LOT 1
N Effie Metsker
C G. Metsker
S Bella Brayton
LOT 4
N L. Thornberry
C E. Levulett
S J. Pelchett

BLOCK 1
LOT 1
N Claude Padgett
C Myrtle Spaulding
S Sven Swan
LOT 4
N J. Atcheson
C K.J. Samuelson
S N. Samuelson

BLOCK 8
LOT 1
N Ben Bailey
C [illegible] Smith
S M. Hornbothan
LOT 4
N E.G. Yarbrough
C W. Wilkens
S W. Wilkens

BLOCK 1
LOT 1
N G.H. Rowton
C N.M. Rowton
S L.O. Wadsworth
LOT 2
N N.D. Wadsworth
C P.R. McMahn
S R.M. McMahn
LOT 5
N D.J. Renzena
C K.L. Scott
S J.H. Scott
LOT 4
N H. Henderson
C G.W. Dykster
S A. Renzena
BLOCK 2
LOT 1
N J. Mosley
C F.L. Bouie
S B.C. Yock
LOT 4
N A.L. Stewart
C D. Kerr
S [illegible]

BLOCK 10
LOT 1
N D. King
C L. McCord
S E.D. Dunkin
LOT 2
N M.D. Dukin
C W.H. Manney
S R. Manney
LOT 3
N E.G. High
LOT 4
N E.G. High
C E. High
S E.G. High
BLOCK 9
LOT 1
N V.T. King
C D.J. Hendrick
S A.M. Silva
LOT 4
N E.H. Kindred
C D. Davis
S P.F. Slatter

BLOCK 11
LOT 1
N D.B. Lyons
C C. High
S M. High
LOT 2
N A. High
C E.W. Laprea
S E. Laprea
S3 T.B. Murphy
BLOCK 12
LOT 1
N V. Davis
C C.S. & E.S. Conner
S O.H. Hanson

SECTION 1
SECTION 2
SECTION 3
SECTION 4

Proposed R/W
Existing R/W
Retaining Wall
Baby Plots
20'
25'
10'

PARK ST.
Asphalt

29+66 Const Street Connection

SHERWOOD ST.
Granite
55'

26+41 Const. Street Connection

City of Ashland
497 / 178

City of Ashland
301 / 165

27+82 Ft.
30' R.A. State

28+60 Ft.
35' R.A. State

29+66 Ft.
35' R.A. - Owner

R.E. Johnston
467 / 505

O.C. & P.B. Seaney
387 / 135

House
Garage
Conc Walk
Drive
Plum Tree
Ross Johnston Tire Sales
Curb & Gutter 15" Conc. Pipe
1" Water Line 2.
6" San. Sewer
2" Gas Line 2.
Curb & Gutter
Black berry
Fnd. 3/4" I.P.
Fence
(404')
(150')
(135')
(145')
(100')
R.P.-T.M.
Sec

RECEIVED
APR 6 - 1971

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

7794

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
JOHN P. AMACHER, Vice Chairman
DAN CALLAGHAN, Member
J. PAT METKE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

April 2, 1971

cc's sent 4-5-71

F. B. Klaboe
L. H. Young
W. J. Hart
C. G. Swenson
W. H. Tebeau
F. E. Terpin
C. T. Keasey (2)

F.B. KLABOE

State Highway Engineer
State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

In response to a call from Mr. Steve McNab, we have checked our previous recommendations on project "Ashland-Pacific Interstate Section."

It appears that we have inadvertently requested fish passage on Hamilton Creek, tributary to Bear Creek. Passage will not be necessary on this stream and we hope this has not caused too much inconvenience.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. OFC
Coordination Unit, Salem

RECEIVED
APR 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Steve McNab

RECEIVED
APR 6 - 1971
FOR FILING

cc: F. B. Klaboe
Victor D. Wolfe
Frank Hall
D. H. Moehring
C. T. Keasey, w/attachment

OREGON STATE HIGHWAY DIVISION

7799

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 2, 1971

Mr. Al Alsips
City Engineer
City Hall
Ashland, Oregon 97520

Right-of-way Map. Located Line
Polk Street--I-5 Section
Green Springs Highway (ORE 66)

Dear Al;

Herewith is a copy of a map (9B-8-22), pursuant to your request of March 5, concerning State's proposed right-of-way and construction limits on the pending project between Park Street and I-5 within the City of Ashland.

This map is furnished with the understanding that it is tentative (best available at this time) and will aid the City in location of pole installation for the high voltage power line to be installed by City and, hopefully, preclude any secondary moves in the future.

That portion westerly of Park Street is somewhat vague due to lack of any contemplated construction schedule, and based on City's request, we will endeavor to hold as closely as possible to the existing southerly right-of-way line with the exception of the first few properties in this vicinity.

We trust this will meet your need for a map showing the proposed construction by State in conjuction with City of Ashland's proposed work.

If any questions arise, please contact Mr. C. T. Keasey, Region 3 Engineer in Roseburg, 672-6541, extension 241, or this office in Salem, 378-6514.

Very truly yours,

R. L. Porter
State Highway Engineer

By D. N. Harwell

D. N. Harwell
Coordinating Engineer
County and City Section

DNH:mm
Encl.

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APR 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7794

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MAR 23 1971
FOR FILING

Contd
w/ltr.
to Hwy

OREGON STATE HIGHWAY DEPARTMENT

DIVISION 3

P. O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541 Ext. 241

City of Ashland
City Hall
Ashland, Ore. 97520

March 19, 1971

Attention Al Alsing

NOTED
F. B. KLABOE

Subject: Right of Way Ownership
Ashland-Pacific Hwy. Intch.
Green Springs Highway
Jackson County

Dear Al:

This letter is to document our discussion in your office on March 17, 1971 as relates to the ownership of the right of way and the State's participation in adjustment of city-owned utilities on the subject project, particularly the adjustment of the city's 12 kv power distribution line. (Relocation of this line was the subject of your meeting with Messrs. Don Harwell and C. T. Keasey on March 5, 1971).

As I stated, it is normally the State's obligation to participate in the cost of adjusting city-owned utilities located on city streets over which a State highway is routed when and if said utilities come into conflict with the State's maintenance or construction of the highway. Such would also be the case where city-owned facilities are located on private property or on an easement under jurisdiction of the city.

However, on county roads or on State highways within a city, the State assumes the role of original owner and any appurtenances, public or private,which conflict with the State's maintenance or construction of the highway, would be the obligation of the owner's to adjust upon request by the State, and the State cannot participate in any cost for the adjustment.

Therefore, unless the city can document a right to install and maintain their facilities within the original road right of way, that predates the State's jurisdiction, I cannot agree to participate in any cost for relocating the said facilities.

As I mentioned at our said meeting, I will continue my research on the status of this right of way and present you with a copy of any documentation.

Thus far, my investigation seems to indicate that this was originally a county road right of way that was taken in at least three segments. It began in 1909 when the county established a road from the east line of Section 14, at its intersection with the then Pacific Highway. This segment then ran more or less in the present alignment to a point 660 ft. easterly of the Section Corner between Sections 10, 11, 14 and 15.

The next segment was taken in 1912 and ran from the said point 660 ft. easterly of the Section Corner between Sections 10, 11, 14 and 15, to Walker Street, a distance of 3115 ft.

I have yet to determine when that segment was taken from Walker Street to the junction, but the State Highway right of way map for the Medford-Klamath Falls Jct., dated October 1925, shows the highway running over this alignment and the city limits as shown on this map lie 535 ft. east of the center of Indiana Street. This would place it immediately east of the present junction with the Rogue Valley Highway (Siskiyou Blvd.).

I am also having research done which will show Commission action on when the State took over this alignment.

At present, however, it appears that the State would have a prior right to this right of way and any city-owned facility would be subordinate to the State's.

Very truly yours,

C. T. KEASEY
Region Engineer

By JOHN E. HOLCOMB
Region Utility Engineer

JEH/cw
cc Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
Frank Hall
D. H. Moehring
H. S. Cox
T. W. Litchfield
Jack Sollis

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MAR 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

77.99

21

March 16, 1971
Salem, Oregon

C. T. Keasey
Region Engineer
P. O. Box 1128
Roseburg, Oregon 97470

Park St.-Pacific Hwy. Section
Green Springs Highway
Jackson County

We need additional deed coverage and other information concerning right of way descriptions on the subject section.

Would you please furnish deed coverage for the 20'x 48' rectangle left of Station 33+00, for the small triangle right of Station 41+25 and for the purple colored strip approximately 45'x 225' adjacent and southerly of our highway and the railroad right of way.

Also, could someone check and verify the right of way widths of Clay St. on both sides of our highway as indicated on the print and, hopefully, verify the right of way widths of the railroad on both sides of our highway also.

Colored prints and other pertinent material is attached.

Frank L. Hall
Design Engineer
By:

Floyd O. Scott
Right of Way Description Engineer

FOS:jf
Attachment

Scott
Svenson
R. Olson
Trout
Keep
Return To
Other

RECEIVED
MAR 10 1971
FILE #:
7791

MEMO TO FILES
March 8, 1971

Siskiyou Boulevard--I-5 Section
Park Street--I-5 Unit
Green Springs Highway No. 21 (ORE 66)
City of Ashland

Friday, March 5, at the request of the City of Ashland, Mr. C. T. Keasey and the writer met with City Administrator Brian Almquist, City Engineer Al Alsing, the City Power & Light Manager, and ex-City Engineer to discuss the proposed project by State in relation to proposed work by the City.

The City of Ashland is contemplating installation of a new high voltage (12,000 volts) power line, with pole spacing of approximately 150' to 200', adjacent to the south side of ORE 66 between I-5 and Siskiyou Boulevard, and it is currently their proposal to let bids on the contract July 1 with a 90-day completion clause, or around October 1.

The City is highly desirous that State forward a map showing the proposed location of relocated Clay Street in its permanent location as well as the temporary detour to be placed in the vicinity of the SPRR Overcrossing so they may spot their poles location as far as necessary to the south of State's proposed right-of-way to avert additional moves. City also requested that we begin negotiation for rights-of-way and that acquisition be on the south side first, if at all possible.

I left the City copies of State's detail map showing the proposed (tentative) right-of-way as prepared by Design on March 3, 1971, and told them this was tentative, but may be a guide to our proposed total right-of-way taking for their use in pole location.

City requests, if at all possible, that the work west of Park Street be confined to new right-of-way on the north and basically leave the southerly side as presently exists.

Mr. Keasey should have an investigation made of the existing road, as to who owns the street, prior rights, acquisition or easements for power line due to timing element between City and State projects, when the highway was put on the system, etc.

H. N. Harwell By D. N. Harwell

D. N. Harwell
Coordinating Engineer
County and City Section

DNH:mm

cc: Tom Edwards
F. B. Klaboe
V. D. Wolfe
L. H. Young
Frank Hall
D. H. Mochring
C. T. Keasey

NOTED
F. B. KLABOE

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MAR 10 19..
OFFICE OF
STATE HIGHWAY ENGINEER

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MAR 1 • 1971
FOR FILING

2-25-71

FORM PR-1240
(Rev. 6-68)

2799

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-166(1)
STATE PROJECT NO.: Park Street-Tolman Cr.Rd.

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

PROGRAM NO.:
ITEM NO.: P-496

COUNTY NAME: Jackson
PROGRAM STAGE (Check): [ ] 1 [XX] 2

TO:

Mr. R. L. Porter
State Highway Engineer
Salem, Oregon

3-1-71

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	2-22-71	FAP Route #15 / State Route #21

LIMITS OF AUTHORITY

You are authorized to proceed with the acquisition of one parcel, file number 45352-Jensen as requested in Mr. Young's February 18, 1971 letter. Federal participation will be limited to that Right of Way actually incorporated in the final location.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) Relocation Payments
- [X] File No. 45352 - Jensen ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

No individual or family (tenant or owner) shall be required to move until they have either obtained the right of possession of adequate replacement housing or have been offered, by the State, adequate replacement housing availble for immediate occupancy.

NOTED
TOM EDWARDS

RECEIVED
MAR 1 '71
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-25-71	G. H. Green	Division Engineer

Transaction Number 3-12

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 2-25-71

BY (Signature): Mr. Young's February 18, 1971 letter

TITLE: Program & Planning Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 496 THRU ____		
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
496	F-166(1)	0.40	$179,950	$114,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
Park Street - Tolman Cr. Toad	Right of Way

3-1-71 J

RECEIVED
MAR 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

2-25-71

REMARKS (Division)

You are hereby authorized to proceed with the incidental work throughout the project up to but not including preparation of appraisals.

RECEIVED
MAR 1 - 1971
FOR FILING

NOTED
TOM EDWARDS

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		2-22-71	R. E. Simpson, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
FEB 22 1971
FOR FILING
7799

3958

February 23, 1971

Mr. Allen A. Alsing, P. E.
Director of Public Works
City of Ashland
City Hall
Ashland, Oregon 97520

Dear Mr. Alsing:

Reference is made to your letter of February 9 forwarding a letter from Mr. John Therres requesting information on the proposed right-of-way acquisition and future construction on the Ashland-Interstate 5 Section of the Green Springs Highway in Ashland.

Attached is a copy of a letter dated February 11 which was sent to Mr. Therres indicating the status of the proposed project. This letter was sent in answer to a letter sent to the Highway Division by Mr. Therres. The status of the project has not changed since this letter was written.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachment

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall
D. H. Moehring
C. T. Keasey

DEK:jp srb

RECEIVED
FEB 11 1971
DESIGN
SECTION

Scott
Swenson
P. Olson
Trout
Do Not File
Keep
Return To
Other

February 11, 1971

Mr. John Therres
7993 Atlantic Avenue
White City, Oregon 97501

21

Dear Mr. Therres:

We are replying to your letter of February 8, 1971, in which you have inquired regarding our needs from your property located adjacent to the Park St.-Toleman St. Project on the Green Springs Highway, Oregon Route 66.

Preparation of construction plans is in progress and delineation of right of way is not complete at this time. It would appear that purchase of a strip across the side adjacent to the highway will be required plus easement upon an additional strip variable in width. It does not appear that the residence will be disturbed.

Acquisition of right of way should be started this spring and, of course, our agents should be communicating with you at that time with detailed descriptions of the property needed for the highway improvement.

Please feel free to call upon us for current information in the future as the project developes.

Very truly yours,

Frank L. Hall
Design Engineer
By:

George C. Wills
Chief Locating Engineer

GCW:jf
cc: F. B. Klaboe (W/attach.)
D. H. Moehring (W/attach.)

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

CITY HALL
503-482-3211

City of Ashland

ASHLAND, OREGON
97520

REFERRED TO
admin
BY SECRETARY
for reply
76

February 9, 1971

Edwards

Klahorst
cnr. Sisel

Floyd Query, Secretary
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Query:

Enclosed herewith is a letter from Mr. John Therres, 7993 Atlantic Avenue, White City, Oregon, requesting information concerning the proposed plans for right-of-way acquisition and future construction of the Ashland I-5 Section of the Greensprings Highway, Ashland, Oregon.

Would you please forward the requested information directly to Mr. Therres with a copy to this office?

Very truly yours,

Allen A. Alsing

Allen A. Alsing, P.E.
Director of Public Works

skw
Enclosures

RECEIVED
FEB 16 1971
DESIGN
SECTION

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

RECEIVED
FEB 11 1971
OREGON
STATE HIGHWAY COMMISSION

Feb 8 1971

Dear Sirs -

Could I get information on corridor design of widening of Hy 66 near Interstate S. We own property next to Knights Motel, where the house burned down, how much would be taken off our side etc.

Thanks you

John Therres

7993 Atlantic Ave

White City, Oregon

97501

RECEIVED
MAR 4 - 1971

7799

February 18, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for one Primary Right of Way Project, Item 496, Project F-166(1), Park Sp.-Tolman Creek Road Section, which we desire to have included in the Federal Aid Primary Highway Program.

We hereby request your authorization to proceed with the incidental work throughout the project and the actual acquisition of file 45352-Jensen as outlined in red on the enclosed sketch map. The estimated cost of this parcel is set forth in the enclosed memo of Mr. Oakes dated February 3, 1971.

The Phase II relocation report was submitted under our request for location/design approval on May 5, 1970.

The relocation assistance on this project will be handled by the Roseburg Region III office as per Mr. Oakes' memo of February 8, 1971, which is enclosed.

The estimated cost of the right of way for the project is set forth in the enclosed copy of Mr. Oakes' memo of February 8, 1971.

We will request authorization to proceed with the actual acquisition of the balance of the right of way at such time as the right of way map is complete.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:ia

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID (PP

2-17-71

CARD 2	REPORT NUMBER (18)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–68			ADT	PRESENT	FUTURE (66)–(70)	YE (71)					
	1	0.6 mi. E. Jct. US99 to E. 0.4 mi.				4,200	9,500						
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26–62			NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AU (74)			
	Right of Way Purchase												
CARD 4	CLASS OF FEDERAL FUNDS								COUNTY NAME				
	Primary								Ja				
	NAME OF URBAN AREA 17-31								ROUTE NO.	P	FEDERAL-		
	Ashland										15		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	ESTIMATED PROJECT FEDERAL FUNDS
1	(14-15)	(16)	41	42	43–46	53		(54)–(58)	(59)–(66)	(67)
5					PE		0.6 mi. E. of the Jct. US99 to E. 0.4 mi. (Park Street-Tolman Creek Road)			
5					ROW			0.40	$179,950	$114,000
5					CONST (CODE)					
								0.40	$179,950	$114,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16)–(23) (24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

2-17-71

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		4,200	9,500 (66) (70)	91 (71) (72)	08	Oregon	035 (2) (3)	012 (4) (9)	496 (14) (18)

TE (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	SEQ. NO. 13	I Projects Only POST MI. DESIG. (24) (26) 27
						F-	166(1)		

COUNTY NAME: Jackson — CODE: 029 (12) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. P — FEDERAL-AID: 15 (32) — STATE: 21 (36) (37) — U.S.: (41)

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
Jct.	(54) (58)	(59) (66)	(67) (76)			ROW acquisition all phases incl. incidentals & relocation assistance.
n	0.40	$179,950	$114,000	$65,950		(Future 4-12' lanes H.T. pave. with 16' median, 3' shldrs. & 315' RCDG R.R. O'xing str.)
						ROW - 100' min.; Access Control - Partial; Parking Restrictions - Complete.
CT S	0.40	$179,950	$114,000	$65,950		

(16) (23) (24) (33) REMARKS

(over)

USCOMM DUSC OMB-OC 46909-P61

PARK STREET-TOLMAN CREEK ROAD SECTION
F-166(1)

Existing Facility

Two 11' lanes asphalt concrete pavement with 4' shoulders.
105' reinforced concrete R.R. O'xing with 19' H.C. and timber trestle approaches.

Adjacent Sections

West End: Two 11' lanes H.T. pavement with 4' shoulders.
East End: Two 11' lanes H.T. pavement with 4' shoulders.

Project Data

Right-of-way acquisition, all phases, including incidental work and relocation assistance payments as required for future construction of a highway facility to provide 4-12' travel lanes high-type pavement, 16' median for left-turn refuges and 3' offset each side from the curb; and construction of a 315' reinforced concrete deck girder overcrossing of the S.P.R.R. with 70' H.C.

Railroad Data

Railroad:	Southern Pacific Transportation Company
No. of Tracks:	One (Main)
No. of Trains:	Six
No. of High-Speed Trains:	None
Present Protection:	O'xing Structure
Proposed Protection:	O'xing Structure (new structure)
R.R. Benefits:	None
System Action; Airports; Water Development; Historical and Recreation Areas:	None Involved.
Design Approval:	FHWA Memo of May 15, 1970
Public Hearing:	Held February 19, 1970.

State and District Clearinghouse approvals submitted under our letter of May 5, 1970, requesting location/design approval.

Data for PR-37: Relocation assistance payments estimated cost as follows:

a.	Moving Costs	
	5 families	$ 1,500
	1 business	1,000
		$ 2,500
b.	Replacement Housing	
	5 families	$11,500
c.	Incidental Costs	$ 950

RECEIVED
FEB 19 1971
FOR FILING

7799

February 18, 1971

Executive Department
Federal Aid Coordination Unit
302 Public Service Building
Salem, Oregon 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following project:

Item No.	Project No.	Name
496	F-166(1)	Park St.-Tolman Creek Rd. Section

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encls.

CL:ia

RECEIVED
FEB 12 1971

FOR FILE

OREGON STATE HIGHWAY DIVISION

7799

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 11, 1971

Mr. John Therres
7993 Atlantic Avenue
White City, Oregon 97501

Dear Mr. Therres:

We are replying to your letter of February 8, 1971, in which you have inquired regarding our needs from your property located adjacent to the Park St.-Toleman St. Project on the Green Springs Highway, Oregon Route 66.

Preparation of construction plans is in progress and delineation of right of way is not complete at this time. It would appear that purchase of a strip across the side adjacent to the highway will be required plus easement upon an additional strip variable in width. It does not appear that the residence will be disturbed.

Acquisition of right of way should be started this spring and, of course, our agents should be communicating with you at that time with detailed descriptions of the property needed for the highway improvement.

Please feel free to call upon us for current information in the future as the project developes.

Very truly yours,

Frank L. Hall
Design Engineer
By:

NOTED
F. B. KLABOE

George C. Wills
Chief Locating Engineer

GCW:jf
cc: F. B. Klaboe (W/attach.)
D. H. Moehring (W/attach.)

RECEIVED
FEB 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Feb 8 - 1971

Dear Sir.-

Please sent me information on the widening of Hy 66 between Park St. to Hy 5- as we own property North of 66 next to Knights motel, would like to know how much will be taken off on our side of our property etc.

Thank you
Mr John Therres
7993 Atlantic Ave
Wellsby White City. Oreg.
97501

9 P Hall

1
2

RECEIVED
FEB 9 1971
DESIGN SECTION

Sent
Sve...
R. Olson
Trac...
Do Not File ☐
Keep ☐
Return To
Other

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: January 29, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Design Approval under PPM 20-8

Reference is made to Mr. Young's January 13 letter in which he discusses the above subject as it related to a list of 26 Federal-aid projects. With regard to the first point raised in that letter we concur that a design approval for the construction of a section of highway would include all the elements necessary to complete the improvement even though some may be accomplished later under separate contracts. This remains true, however, only if the elements involved are those normally associated with that type of improvement and the proposed improvement remains essentially the same as that originally approved.

We have examined our records for each of the 26 project sections listed in the above-mentioned letter and concur that either design approval has been given or the project had developed beyond design approval stage prior to the effective date of the current PPM 20-8, and no further action is required except as noted below.

In the North Tigard Interchange - South Tigard Interchange Section the area involving the North Tigard Interchange was excluded from design approval.

In addition major revisions under consideration at the Haines Road Interchange may require additional design approval.

2-2-71
REFERRED TO
R. L. Porter, State Hwy. Engr.

ROUTED
TOM EDWARDS

RECEIVED
FEB 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 4 - 1971
FOR FILING

7799

rogue valley council of governments

courthouse
medford, oregon 97501
phone 773-6211 ext. 292

January 29, 1971

Mr. L. H. Young
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Re: Park Street - I-5 Corridor

Dear Hill:

Please be advised that the Rogue Valley Council of Governments has reviewed the State Highway Department program to amend the Green Springs Highway improvement project in Ashland. The council would have no objection to this project amendment.

Sincerely,

Gary A. Scott
Executive Director

GAS:ss

BEN GIFFORD
DIST. ADVISORY OF EXTENSION

cc: 2-2-71
R. E. Simpson
F. B. Klaboe
F. H. Hall
D. H. Moehring
H. S. Cox
R. N. Chase
R. L. Lammert
C. T. Keasey

RECEIVED
FEB 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 2 1971
PROGRAM & PLANNING
DIVISION

NOTED
W. ELLISON

C.H.

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
Director

January 19, 1971

RECEIVED
COUNTY & CITY SECTION
JAN 22 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. L. H. Young, Engineer
Program and Planning
Highway Division
Department of Transportation
Highway Building
Salem, Oregon 97310

Re: Park St. - Interstate 5 Section
(Ore. 66) Project

Dear Mr. Young:

Your Notice of Intent relative to the above project has been referred to the appropriate state agencies for review and comment. All respondents have indicated their concurrence and approval.

The Game Commission has stipulated that you "maintain the natural stream bed and preserve normal fish passage on Hamilton Creek."

We are pleased to add our approval.

A copy of this letter should accompany your application to the Federal agency. Comments of the appropriate local reviewing agency should also be included.

Sincerely,

Cleighton Penwell

BEN GIT...
L.H. Yo... ...d by phone to ...
Extend ... ...-5. 1-20-71

cc: 1/22/71
R. E. Simpson
F. B. Klaboe
F. L. Hall
D. H. Mo...ng
H. S. Cox
C. T. Keasey
R. L. Lammert
R. N. Chase

1-25-71 (a) Albany 726-482-3211
(8:30 am) City believes
offer will suffice
Dm H.

RECEIVED
... 7
PROGRAM & PLANNING
DIVISION

NOTED
R. W. ELLISON

RECEIVED
JAN 25 1971
FOR FILING

7799

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 11, 1971
Salem, Oregon

To: F. B. Klaboe
Asst. State Highway Engineer

SUBJECT: Park St.-Tolman Cr. Section
Green Springs Highway

BUILDING

130
2'33

Attached is a sketch showing current estimated costs for the subject section. The cost of the structure was over-estimated, making the programmed amount nearly enough to finance the project plus the extension to the interchange.

Unfortunately, this extension was not included in the original hearing and will, as you know, require a new hearing.

Very truly yours,

Frank L. Hall

Frank L. Hall
Design Engineer

FLH:jf
Attachment

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

RECEIVED
JAN 1 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Try to get by with an Aff. f hearing on S.
Maybe a little local opposition would come in. F

RECEIVED
JAN 7 - 1971

7799

3848

13°
2133

January 7, 1971

Mr. Dan Shaw
c/o Mrs. M. Padarda
Route 2, Box 9180
Sutherlin, Oregon 97479

Dear Mr. Shaw:

Thank you for your recent letter concerning the construction of a viaduct on Highway 66 between the Interstate Freeway and Ashland.

Our proposed schedule for this project is to begin right-of-way acquisition in the latter part of 1971 and construction in 1972. We sincerely hope that we can accelerate this schedule so that right-of-way acquisition might begin in the summer of 1971 and construction either in the latter part of 1971 or early 1972.

This hope will depend, to a great extent, on finances to become available to the State Highway Division from the Federal Highway Administration.

If we can be of any further assistance, please advise.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
Frank Hall

Hall
A. Olson
Wil s
Hackleman
Scott
Swenson
R. Olson
Trout
Do Not File
Keep
Return To
Other
RECEIVED
DEC 16 1970
DESIGN
SECTION

Merry Christmas

Sutherlin
Oregon 12/10/70

Dear Sir;

I am writing you to find out when you in-tend to start on the Viaduct on askland Blvd or Hyw. 66 in askland? and when do you in-tend to contact the property owners? I ana writing for Mrs. M. Paderda which owens the property by the Union oil Bulk plant. We would like a ans on these question.

Write
Mr. Dax Shaw
To Mrs. M Paderda
Rt. 2, Box 9180
Sutherlin Oregon
97479

RECEIVED
DEC 15 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Klahoe-
Pls. ans. direct

NOTED
TOM EDWARDS

1910 MADE IN U.S.A.

7779 21

Salem, Oregon
January 4, 1971

Ashland-Pacific Highway Section
Green Springs Highway
Jackson County

Mr. C. T. Keasey
Regional Engineer
Post Office Box 1128
Roseburg, Oregon

Attention: Mr. John Quiner II

1 Hall
A. Olson
W...
...
...an
...

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JAN 4 1971
DESIGN
SECTION

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

Reference is made to your letter of December 18 in regard to the Jensen property located at approximately Stations 42 to 46 and recommending early purchase of the property.

Final right of way has not been laid out on this section, however it appears that practically all of this property will be required. This has been forwarded to Floyd Scott for a description for a total taking of the property at this time.

I have no idea how long it takes to process one of these in the Ashland area -- appraisals, et cetera -- but we will have no actual need for the property for some time and the owner should be made aware of this so that he doesn't make commitments on other property until he is aware of the timing of our acquisition. This has happened too frequently in the Portland area with our advance purchases.

If you have any questions please contact me.

Frank L. Hall
Design Engineer

By
aolson
A. D. Olson
Preliminary Design Engineer

ADO:jp

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 18, 1970

To: Mr. Frank Hall
Design Engineer
S A L E M

SUBJECT: Ashland-Pac. Hwy.
Green Springs Highway
Jackson County

On December 11, I received a telephone call from a Mrs. Joann Jensen who owns property on the Green Springs Highway at what I'll call the NE quadrant of the intersection of the Green Springs Highway and the SPRR railroad lines. (See attached map).

She was inquiring as to when the highway department would possibly be purchasing their property for the new construction of the railroad overcrossing. I advised her that it would possibly be two years, but I still could not give her an exact date when the purchase might take place. She indicated that she and her husband were going to purchase ten motel units which would be moved from some property near Southern Oregon College to their property. This improvement is intended as an income type of investment for them. She further indicated if the Highway Department would go ahead with the purchase they would not buy the motel units.

I contacted Dave Moehring and he advised that possibly the Highway Department could make a purchase now on what he called "protective buying". It would seem to me that this type of buying would be very economical since developing a 10 unit motel complex on their property would constitute a value of some $50,000-$70,000 over and above what the property is now worth.

REFERRED TO
Olson

RECEIVED
DEC 21 1970
DESIGN SECTION

Hall
Olson
Wilson
Stedman
Scott
Swenson
R. Olson
Trout

Do Not File ☒ until Quiner answered
Keep ☐
Return To
Other

To Scott for dec. & purchase - Total Taking. State Funds?
1/4/71 add.

SP*52478-794

I believe if we could give Mrs. Jensen an indication that we would proceed with the buying at this time, they would not go ahead with the motel units. I, therefore, recommend that we proceed with purchasing this property for the proposed widening and reconstruction of the Green Springs Railroad Overcrossing. Your approval is recommended.

JOHN QUINER II
Regional Construction Engineer

JQII/cw
Attach.
cc D. H. Moehring

35,000 Total value 1964 R/W

Program 12

RECEIVED
DEC 29 1970

E E Johnson

OREGON STATE HIGHWAY DIVISION

7799

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 24, 1970

Mr. A. W. Kilborn
Superintendent
Southern Pacific Transportation Company
Union Station
Portland, Oregon

NOTED
A. E. JOHNSON

Dear Mr. Kilborn:

Green Springs Hwy. Overcrossing of SPRR
Park St.-Tollman Creek Road (Ashland) Section
Green Springs Highway
Jackson County Bridge 406A

In the latter part of 1971 the State intends to contract the reconstruction of the Park Street-Tollman Road Section of the Green Springs Highway in the City of Ashland. In this improvement we propose to widen the existing highway from two lanes to four lanes with a 16' median. Replacement of the existing structure over your tracks will be included under this reconstruction.

Enclosed are four prints each of Bridge Section drawings numbers 22180 and 22539, the plan and elevation drawing and vicinity map respectively for the proposed new structure. The proposed structure will be of prestressed concrete girder design with span arrangement and roadway width as shown on drawing number 22180. Clearances both horizontal and vertical will be equal to, or greater than, the minimums required. Provision has been made for an additional track plus an off-track maintenance roadway as requested in your letter of April 25, 1966.

The enclosed drawings are to be used as exhibits in our application for a PUC order. In our PUC application we will give the following information:

The project will be financed entirely with federal and state funds.
Your company will be reimbursed for its necessary expenses incurred in the work as permitted by PPM 30-3 and amendments and additions thereto.
In this construction project the State will prepare plans and specifications, award the contract, and supervise construction, and upon completion of construction, maintain the overcrossing structure along with the other highway appurtenances. Your company, subject to the limitations of PPM 30-3, will furnish preliminary engineering, watchman and flagman services to protect the operations during the construction period, and if necessary remove and protect your signal and/or communication lines during the same period and replace them on final location upon completion of construction.
Upon completion of construction the railroad will at its own cost and expense maintain the roadbed and trackage.

RECEIVED
DEC 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

The application for the temporary at-grade, gate-controlled detour crossing south of the present crossing will be included in the application for the structure replacement.

For information to be included in our PUC application, we would like to know the number of daily train movements and maximum speed at this location.

Please return one print each of the attached drawings with your approval and/or comments noted thereon.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

WJH/dh/ag
Enclosures

cc: A. E. Johnson
Jack Sollis
T. W. Litchfield

RECEIVED
DEC 9 - 1970
FILING
7799

Salem, Oregon
December 8, 1970

Park St.-Tolman Cr. Rd. Section
Green Springs Highway

Mr. G. T. Keasey
Regional Engineer

ROSEBURG

Reference is made to your letter of December 7. At the present time the right of way on this section has not been programmed.

We were unaware that the cemetery plots upon which the right of way encroaches were occupied. It appears desirable to start making the arrangements towards removal of the graves. Enclosed is a section of the right-of-way map showing the cemetery plots. Will you please delineate on the map those occupied plots that will require removal.

We will need an estimate of cost in connection with the grave removal. We will also need to make an agreement, or supplement the existing agreement, with the City of Ashland for participation in this work.

As soon as we have answers to the questions set forth, we shall begin preparation of the agreement and programming documents.

L. H. Young
Program and Planning Engineer

Attachment

LHY:ia

cc: F. B. Kisbee
D. H. Moehring
H. S. Cox

KMAL AVE.

Curb & Gutter

23+98.19 Δ 1°03' Lt.
N 196,812.43
E 1,409,684.55

4" Water Line

MT. VIEW CEMETERY

City of Ashland
192-170

S 88°15' E

25

SHERWOOD ST.

City of Ashland
501-315

Conc. Walk

R.R. & A.E. Johnston
467-505 467-401

Conc. Walk

Curb & Gutter

4" Water Line

PARK ST.

25

30

E

W CEMETERY

I.P.

I.P.

I.P.

I.P.

Conc. Walk

Conc. Walk

2" Gas Line

2" Gas Line

Curb & Gutter

Curb & Gutter

SHERWOOD ST.

PARK ST.

ty of Ashland
192-70

City of Ashland
501-315

R.R. & A.E. Johnston
467-505 467-401

O.C.G.P.B. Seal
387-135

FORM E-50 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 7, 1970

SUBJECT: Ashland-Pacific Hwy (I-5)
Green Springs Highway

To: Mr. L. H. Young
Program and Planning Engineer
S A L E M

Attached is a letter from District Engineer R. L. Lammert together with a letter from Allen Alsing, Ashland Director of Public Works, regarding the possible advance removal of several graves which will be in the way of construction on the subject project.

The city has begun contacting relatives of persons buried within the proposed right of way and is asking if there is any possibility of State participation in getting these graves moved ahead of time.

As you know, it will be necessary to hold another hearing on this section to cover the portion of the project not included in the Park St.-Tolman Cr. Rd. Section which takes care of the RR O'Xing and its approaches.

It would be advantageous to have these graves removed well in advance, and if there is any way we could participate in this, I recommend that we do so.

Please advise.

C. T. KEASEY
Regional Engineer

CTK/cw
Attach.

RECEIVED
DEC 8 1970
PROGRAM & PLANNING
DIVISION

SP*52475-734

FORM E-80-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon 97501

November 25, 1970

To: C. T. Keasey
Regional Engineer
Roseburg, Oregon

SUBJECT:

Enclosed is a letter from Mr. Alsing, Director of Public Works, City of Ashland, which is self-explanatory. Considerable discussion between this office and the City has taken place and some ground work has been laid for the removal of these graves. This office recommends that an agreement be worked out with the City to allow them to start removal operations. As is well known, these removals could cause considerable delay and be more costly at a later date.

R. L. Lammert
District Engineer

RLL:flk

Enclosure-1

DEPARTMENT OF PUBLIC WORKS
Allen A. Akins, Director

CITY HALL
503-482-3211

City of Ashland

ASHLAND, OREGON
97520

November 6, 1970

Mr. Robert L. Lammert
District Maintenance Superintendent
Oregon State Highway Department
North Pacific Highway
Medford, Oregon 97501

Dear Mr. Lammert:

It is our understanding that Greensprings Highway between Tolman Road and Sherwood Street in Ashland is scheduled for widening to four lanes in the near future.

It is anticipated that subsequent to completion of this project that an effort will be made to extend the widening of this highway to its intersection with Siskiyou Boulevard.

You may recall that such subsequent widening will require the relocation of a number of graves at Mountain-View Cemetery.

The City of Ashland has begun locating and contacting relatives of persons buried within the proposed right-of-way and is trying to obtain permission for relocation.

Assuming that permission can be obtained, the City would like to begin the relocation of the graves.

Even though this portion of the widening project has not been approved or funded by the State Highway Department, is there any possibility of State participation in the relocation?

Perhaps the State would consider reimbursement of these costs on a particpating basis at the time of actual widening.

RECEIVED
NOV - 9 1970
DISTRICT ENGINEER
MEDFORD

We would be pleased to receive any comments concerning this porposal.

Very truly yours,

Allen A. Alsing

Allen A. Alsing, P.E.
Director of Public Works

skw

RECEIVED
NOV 5 - 1970
FOR FILING
7799

November 2, 1970

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

130
2133

Dear Sir:

Re: Oregon Project F-166(-)
Green Springs Highway (Ashland)
SPRR Overcrossing
Your Ref. 08-35.6

Your October 20 memorandum approved the preliminary plans for the subject project but questioned the use of the 48-inch culvert size.

While it is true that the existing culvert upstream is 36 inches, there is an additional area drained by the proposed 48-inch culvert which was not mentioned in the hydraulic report. This consists of an undeveloped area of a few houses, but there is reason to believe it will eventually become more thickly settled.

The greater anticipated runoff will, in large measure, drain under Clay Street through an existing 12-inch culvert into the ditch leading to the proposed culvert, and it is possible that this existing culvert (as well as the 36-inch one) would have to be increased in size at some future time.

It is estimated that the job cost differential between the 48-inch and 42-inch culvert size is $1,250, which we believe is justified for the above reasons.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson ms
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. B. Klaboe
I. D. Merchant
RJW:dh ms

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 20, 1970

In reply refer to: 08-35.6

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-166(-)
Green Springs Highway (Ashland) 406 A
Overcrossing SPRR

We approve your preliminary plan submission of September 18 signed by Mr. Merchant. We question why you need to increase the culvert size to 48 inches when a 36-inch pipe is in use just upstream from the site. A 42-inch pipe would appear adequate from your hydraulic report.

RECEIVED
OCT 22 1970
BRIDGE DIVISION

RECEIVED
OCT 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 24 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

7799

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 18, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97301

Attention Mr. Herbert A. Schell, Jr.

Dear Mr. Simpson:

Park St.-Tolman Cr. Rd. (Ashland) Sec.
Green Springs Hwy. Jackson County
Green Springs Hwy. O'xing of SPRR
Bridge No. 406A

Attached are two prints each of the preliminary plan and elevation drawing number 22180, the vicinity map drawing number 22539, and foundation recommendation with test hole data on the foundation data drawing.

The length and width of the structure and the location of bents were determined by the alignment, grades, cross sections, and railroad clearances established for the project. A three-span, prestressed beam, deck girder with a continuous deck was selected as the most economical type of structure for this site. It is planned to use multi-column bents on spread footings for bents 2 and 3 and abutments on steel BP for bents 1 and 4.

Also attached are two copies of a hydraulic investigation for the irrigation and drainage pipe in which a 42" pipe is recommended. As this pipe is parallel to the railroad and discharges into an 8' x 7' culvert under the railroad, we have increased the culvert size to 48".

The estimated cost, based on square foot of deck area, is $565,000 for the proposed prestessed beam spans as submitted. Alternate types of structures studied and their estimated costs are as follows: $645,000 for poured-in-place box girders and $870,000 for welded steel beams. All estimates include an allowance for engineering and contingencies.

NOTED
A. E. JOHNSON

These prints are being sent to you as a preliminary submission for your review and approval is hereby requested.

Very truly yours,

ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

TGT:dh

cc A. E. Johnson
L. H. Young
V. E. Skoog

RECEIVED
SEP 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

HIGHWAY CORRIDOR AND DESIGN RESOLUTION

WHEREAS, the State Highway Commission heretofore authorized and directed the Engineer to study and prepare route locations and highway designs for the following sections of State highways:

a. N. E. 60th Avenue-N. E. Sandy Boulevard Section of the N. E. Portland Highway in Multnomah County

b. Park Street-Tolman Creek Road Section of the Green Springs Highway in Jackson County

and in connection therewith to prepare maps showing the locations and designs for said sections and to file said maps, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed his studies and prepared maps showing the route locations and highway designs and has submitted the same for the final decision of the Commission; and

WHEREAS, under the direction of the State Highway Commission public hearings have been held in the City of Portland on January 13, 1970, covering the N. E. 60th Avenue- N. E. Sandy Boulevard Section and in the City of Ashland on February 19, 1970, covering the Park Street-Tolman Creek Road Section to present the Engineer's route locations and highway designs and considerations bearing on the same, and to record the views of members of the public in connection therewith; and

WHEREAS, after due consideration of the aforesaid maps, field notes and other engineering data submitted by the Engineer; the transcripts of the testimony given at the public hearings; the views given by various governmental agencies, officials and advisory groups affected by the highway route locations and highway designs; and also of the social, economic and environmental effects of the route locations and highway designs proposed by the Engineer, it is the judgment of the Commission that the route locations and highway designs for said highway sections designated as N. E. 60th Avenue-N. E. Sandy Boulevard Section of the N. E. Portland Highway and the Park Street-Tolman Creek Road Section of the Green Springs Highway should be approved.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively as follows:

1a. That the route location and highway design as shown on the Engineer's map of the N. E. 60th Avenue-N. E. Sandy Boulevard Section of the N. E. Portland Highway beginning at Highway Engineer's Station 159+50 at N. E. 60th Avenue and extending in an easterly direction to Highway Engineer's Station 51+00 at N. E. Sandy Boulevard which map for identification purposes bears Survey Design Approval Map File No. 1R-4-449 and the date

June 2, 1970

of May 1970, field notes and other engineering data submitted by the Engineer hereby are approved and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

lb. That the route location and highway design as shown on the Engineer's map of the Park Street-Tolman Creek Road Section of the Green Springs Highway beginning at Highway Engineer's Station 26+40 at Sherwood Street and extending in an easterly direction to Highway Engineer's Station 54+50 just west of Tolman Creek Road in the city of Ashland which map for identification purposes bears Survey Design Approval Map File No. IR-4-447 and the date of May 1970, field notes and other engineering data submitted by the Engineer hereby are approved and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway sections are permanently constructed the same shall be done in accordance with said route locations and highway designs unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said route locations and highway designs constitutes and is determined as instructions to the Engineer to prepare and make available to the Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of said highway sections. The approval and adoption shall also constitute authority for the Right of Way Department to proceed promptly with acquisition of the necessary rights-of-way pursuant to the route locations and highway designs approved hereby.

4. That construction of the above-mentioned sections shall be accomplished with no access control.

5. That this resolution be entered in the minutes and records of the Commission as of the 2nd day of June, 1970, as "Highway Corridor and Design Resolution No. 377."

RECEIVED
JUN 1 - 1970
FOR INFO
7799

May 28, 1970

7133

Oregon State Highway Commission

Gentlemen:

Surveys have been completed on the following sections. All required public hearings have been held and the Bureau of Public Roads has granted design approval.

Hayesville Interchange-Battle Creek Section, Pacific Highway

The work involves resurfacing the existing pavement, rebuilding the shoulder areas and safety work. The hearing was waived. The Bureau of Public Roads approved the design March 26, 1970. The length of this project is 10.3 miles and the estimated cost of construction is $3,650,000. This is an Interstate project.

Elk River-Port Orford Section, Oregon Coast Highway

The work involves four-laning the existing facility composed of four 12-foot travel lanes, variable median and 10-foot shoulders. The hearing was held January 15, 1970, and the Bureau of Public Roads approved the design April 30, 1970. The length of this project is 1.98 miles and the total estimated cost is $1,375,000 to: Construction $1,200,000, Right-of-Way $175,000. Finance approval is not being requested but authority to purchase the right-of-way is requested.

Park Street-Tolman Creek Road Section, Green Springs Highway

The work involves four-laning the existing facility with four 12-foot travel lanes, 16-foot median and three-foot curb shy distance outside of the travel lanes. The hearing was held February 19, 1970, and design approved by the Bureau of Public Roads May 15, 1970. The length of this project is 0.53 mile and the total estimated cost is $1,500,000 is: Construction $1,325,000, Right-of-Way $175,000. Finance approval was obtained on November 18, 1969.

Winston-Shady Interchange Section, Coos Bay-Roseburg Highway

The work involves four-laning the existing facility with four 12-foot travel lanes, variable median and 10-foot shoulders. The hearing was held October 28, 1969, and the Bureau of Public Roads approved the design May 1, 1970. The length of this section is 3.7 miles and the total estimated cost is $6,425,000 is: Construction $5,700,000, Right-of-Way $725,000. Finance approval was obtained on December 23, 1969.

N. E. 60th Avenue-N. E. Sandy Boulevard Section, Northeast Portland Highway

The work involves four-laning the existing facility with four 12-foot travel lanes, 15-foot median and 10-foot curbed shoulders. The hearing was held January 13, 1970, and design requested of the Bureau of Public Roads May 13, 1970. The length of this project is 2.1 miles and the total estimated cost is $4,725,000 is: Construction $3,025,000, Right-of-Way $1,700,000. Finance approval has been obtained for the westerly portion (N. E. 60th Avenue to the Cascade Highway Section) on August 19, 1969.

Eagle Creek-Estacada Section, Clackamas Highway

The work involves grading the entire section to four lanes with two-lane surfacing on 4.7 miles west of Estacada composed of two 12-foot travel lanes

with 10-foot shoulders. The remaining 1.2 miles near Estacada will be surfaced to four lanes composed of four 12-foot travel lanes, 16-foot median and 10-foot shoulders. The hearing was held January 8, 1970, and design approved May 15, 1970. The length of this section is 5.9 miles and the total estimated cost is $3,550,000 is: Construction $3,150,000, Right-of-Way $400,000. This is a bond project approved by the Emergency Board in August 1969.

Mehama Bridge Section, Albany-Lyons Highway

The work involves replacing the existing bridge on new alignment, grading and paving of new approaches composed of two 12-foot travel lanes and 10-foot shoulders. The hearing was waived and we received design approval April 30, 1970. This section is 0.5 mile in length and the total cost is $995,000 is: Construction $900,000, Right-of-Way $95,000. Finance approval was obtained on August 19, 1969.

Maps of these projects are attached for your information. I recommend survey-design approval and request authority to purchase the necessary rights-of-way.

This matter will be on the agenda for your consideration at the June 2 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachments

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
D. J. Barbee
L. H. Young
V. E. Skoog
D. H. Moehring
R. D. Asburry
C. T. Keasey
A. E. Johnson
L. W. Rulien

BLG:aw sr

RECEIVED
MAY 6 - 1970
FOR FILING

7799

2133

May 6, 1970

Mr. Gary L. Boshears
City Administrator
City of Ashland
Ashland, Oregon 97520

Dear Mr. Boshears:

This will acknowledge receipt of the Resolution passed by the Ashland City Council at their April 21, 1970 session requesting that the Oregon State Highway Commission assign highest priority to construction of the Park Street to Tolman Creek Road Section of Highway 66 in Ashland.

We do not have funds available for the immediate construction of this project but it is on the schedule of projects to be constructed as soon as funds are available.

On the second page of the Resolution it says, ". . .the State Highway Department has prepared plans for a four-lane overpass with sidewalks and provisions for street lighting". We wish to clarify this matter. The structure will be built with a sidewalk on each side. On the remainder of the ultimate project from Highway 99 to Interstate 5, we will provide a sidewalk area back of the curb. We will only actually construct sidewalks to replace existing sidewalks which were obliterated by the construction. Any other sidewalks will be the responsibility of the City and property owners.

Since the City and the State have an agreement that was drawn up on March of 1965 for the illumination of the Green Springs Highway from the interchange into town, we will provide the necessary brackets for installing future lineal illumination if it is evident that any light poles

are needed on the structure. If you have an illumination plan, a copy would be appreciated. We plan no other provisions for street lighting on this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

DLT:bdr mc

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
I. D. Merchant
D. J. Barbee
C. T. Keasey

CITY ADMINISTRATOR
Gary L. Boshears

CITY HALL
503-482-3211

10238

City of Ashland

ASHLAND, OREGON
97520

April 24, 1970

Mr. Victor D. Wolfe
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Wolfe:

Enclosed is a copy of a resolution passed unanimously by the Ashland City Council at their April 21, 1970, session.

The Council also expressed their appreciation to the State Highway Department for the efforts that have been made toward prompt action on this project and especially noted the willingness of the Highway Department to include a pedestrian walkway on the overpass.

The City of Ashland is most anxious that construction of this railroad overpass on Highway 66 be commenced at the earliest possible date. We will be happy to work with you in every way possible.

Sincerely,

Gary L. Boshears
City Administrator

lcr

cc: Mr. Floyd Query, Secretary
Mr. D. N. Harwell, Assistant Engineer
Enclosures

Routing
Barbee
Hall
A. Olson
Sample
Terpin
Swenson
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
APR 27 1970
DESIGN
DIVISION

RECEIVED
APR 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RESOLUTION

A resolution requesting that the Oregon State Highway Commission assign highest priority to construction of the Park Street to Tolman Creek Road section of Highway 66 in Ashland, Oregon.

WHEREAS, the section of Highway 66 between Park Street and Tolman Creek Road in Ashland, Oregon, is a two-lane road which includes a railroad overpass wooden structure of twenty-foot total drive width, and which does not allow sufficient clearance for snow plows or trucks to pass in their respective lanes; and

WHEREAS, the aforementioned section of state highway has recorded traffic flows of 3,700 which are approaching the design capacity of 4,300; and

WHEREAS, the narrowness of the aforementioned overpass, its slippery condition in wet and snowy weather and the excessive crown in the structure have been a severe hazard to use of this section for many years; and

WHEREAS, in 1965, public hearings were held by the State Highway Department on widening and improving Highway 66 from Highway 99 to Interstate 5, which project also included the aforementioned section of highway and said hearing affirmed the need for such widening and improvements; and

WHEREAS, testimony presented at the February 19, 1970, hearing on the aforementioned section of Highway 66 indicated unanimous local support for immediate commencement of construction of said project; and

WHEREAS, enrollment at Southern Oregon College continues to increase at a rate of 9.5 percent per year with at least one-third (1/3) of all students commuting from outside the City limits of Ashland; many of said commuters using Highway 99 would utilize Highway 66 if it were less hazardous and further, the construction of a new Y.M.C.A. is currently planned on the north side of the

overpass requiring large numbers of children to cross said overpass; and

WHEREAS, the structural condition of the present railroad overpass is such that major repairs will obviously be required in the near future to support existing traffic; and

WHEREAS, the State Highway Department has prepared plans for a four-lane overpass with sidewalks and provisions for street lighting.

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Ashland that the Highway Commission of the State of Oregon be urgently requested to assign the highest possible priority to funding for the acquisition of rights-of-way, preparation of working drawings and bid documents necessary to award the contracts for construction of said four-lane section of Highway 66 in Ashland at the earliest possible date.

The foregoing resolution was duly passed under a suspension of the rules, at a regular meeting of the Common Council held on the 21st day of April, 1970, the vote being as follows:

Ayes 6

Nays 0

Approved:

Charles H McKeen
Mayor

To all of which I hereby certify:

W E Barker
City Recorder

RESOLUTION

A resolution requesting that the Oregon State Highway Commission assign highest priority to construction of the Park Street to Tolman Creek Road section of Highway 66 in Ashland, Oregon.

WHEREAS, the section of Highway 66 between Park Street and Tolman Creek Road in Ashland, Oregon, is a two-lane road which includes a railroad overpass wooden structure of twenty-foot total drive width, and which does not allow sufficient clearance for snow plows or trucks to pass in their respective lanes; and

WHEREAS, the aforementioned section of state highway has recorded traffic flows of 3,700 which are approaching the design capacity of 4,300; and

WHEREAS, the narrowness of the aforementioned overpass, its slippery condition in wet and snowy weather and the excessive crown in the structure have been a severe hazard to use of this section for many years; and

WHEREAS, in 1965, public hearings were held by the State Highway Department on widening and improving Highway 66 from Highway 99 to Interstate 5, which project also included the aforementioned section of highway and said hearing affirmed the need for such widening and improvements; and

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overpass requiring large numbers of children to cross said overpass; and

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The foregoing resolution was duly passed under a suspension of the rules, at a regular meeting of the Common Council held on the 21st day of April, 1970, the vote being as follows:

Ayes 6

Nays 0

Approved:

Charles H Mollon
Mayor

To all of which I hereby certify:

W E Barker
City Recorder

RECEIVED
APR 27 1970

7799

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 24, 1970

SUBJECT: Park Street-Tolman Creek Road Unit
Ashland-Pacific Highway Section
Green Springs Highway
Jackson County

To:

MEMO TO THE FILES

A corridor and design public hearing on the above project was held February 19, 1970 in Ashland. Approximately 35 persons attended.

Everyone at the hearing was in favor of the project. Those individuals speaking for the City wanted a raised median area; however, the business people along the project are opposed to a raised median. The design is for a painted median--not a raised median.

Pedestrian walkways was another item brought up by a number of people. A walkway area is provided and a sidewalk is planned for both sides of the structure.

A representative of the Southern Pacific Transportation Company requested that enough area be left under the structure for an additional track 15 feet northerly of the existing track and also room for an 18-foot maintenance roadway. This area will be provided.

The YMCA has an option on a new site between Clay Street and Tolman Creek Road. Their concern was access which should be no problem.

The Union Oil Company representative mentioned a possible problem with the State Fire Code in regard to distance between their bulk tanks and the roadway. This has been checked with the State Fire Marshal who has approved the design.

F. B. KLABOE

Donald E. Keyes

Donald E. Keyes
Preliminary Rural Supervisor

DEK:jp
cc: F. B. Klaboe
F. E. Terpin

RECEIVED
APR 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 10 1970
FILING

Rogue Valley Council of Governments

MAILING ADDRESS:
C/O JACKSON COUNTY
PLANNING COMMISSION
COURTHOUSE,
MEDFORD, OREGON 97501

REFERRED TO
[illegible]
BY DEPUTY STATE HIGHWAY ENGINEER

7799

April 6, 1970

4-10-70
REFERRED TO
[illegible]
By ASST. STATE HWY. ENGR.

Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Relative to a communication received from the Governor's Executive Department, dated February 25, 1970, the Rogue Valley Council of Governments, on March 23, reviewed the following Highway Division projects scheduled for District Eight:

Jumpoff Joe Creek-Grants Pass Section
Interstate 5

Rock Point-Seven Oaks Section
Interstate 5

Park Street-Tolman Creek Section
Oregon 66

Rogue Valley Highway-Merriman Road
FAS 15-104

It was the unanimous opinion of the Council that these projects conform to, and are consistent with, regional arterial road objectives in District Eight. A copy of the Council's minutes is attached herewith for your reference.

Sincerely yours,

Gary A. Scott

Gary A. Scott
Executive Director

RECEIVED
APR 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

GAS:ss

Attachment

cc: Douglas Robinson, Chairman
Rogue Valley Council of Governments

MINUTES
BOARD OF DIRECTORS
ROGUE VALLEY COUNCIL OF GOVERNMENTS
REGULAR MEETING HELD MARCH 23, 1970

The meeting was called to order by Chairman Douglas Schroeder.

The following roll was taken:

Chairman Douglas Schroeder, Medford
Vice-chairman Robert Manasco, Central Point
Secretary B. Sam Taylor, Water Districts
William Bagley, Irrigation Districts
Wally Brill, Sanitary Authority
Claud Hoover, Fire Districts
Charles McKeen, Ashland
Earl Miller, Jackson County
Lois Yockel, Talent
R. J. Dehut, Grants Pass
Anne James, School Districts

Anne James moved and Sam Taylor seconded that the minutes of the board meetings held February 16 and 23, 1970, be approved as submitted. Motion carried unanimously.

Written Communications

Schroeder read a letter from James P. Rowan, Josephine-Jackson Comprehensive Health Planning Council inviting RVCG to appoint a representative to attend health planning council meetings. Robert Manasco was appointed to serve in this capacity.

Scott presented the following communications:

1) A letter from the Rogue River Rural Fire Protection District stating that Roy A. Milton had been appointed to serve as the district's representative to RVCG.

2) A letter to Robert Logan, Government Relations Division, Salem from John Merril, U. S. Department of Housing and Urban Development, Seattle. The letter acknowledged that RVCG will be recognized by the federal agency as the regional planning body in Jackson and Josephine Counties.

3) A letter from Governor McCall together with a draft document entitled "Goals for a Livable Oregon." The draft includes material related to preliminary state priorities in the areas of human relations, transportation, natural resources, economic development and consumer services, and public safety.

Scott noted that the Governor would like to receive the comments of RVCG on the draft document by April 5. After some discussion by the board it was decided to refer the draft to the government applications and technical advisory committees for review and recommendations.

Financial Report

Scott distributed copies of the monthly financial report and explained the various expenditures. He indicated that during the month of February contributions were received from Josephine County and Grants Pass.

Highway Department Projects Proposed for District Eight

Scott explained that under the Government Applications Review Guidelines established by the state, the council is now the recognized review agency for state and federal projects proposed in District Eight. In keeping with this administrative procedure, four state highway projects have been submitted to the council for review and comment.

Scott introduced Bob Lammert from the State Highway Department, who explained the improvements planned for each project as follows:

Jumpoff Joe Creek - Grants Pass Section, Interstate 5

In order to comply with present federal safety standards for the interstate freeway system, the State Highway Department plans to upgrade portions of I-5 within Jackson and Josephine Counties during 1970. The Jumpoff Joe project which is nine miles in length, consists of preliminary engineering, highway grading and paving, sign relocation and guard rail improvement. Estimated project costs are as follows:

Federal Share	$1,600,000
State Share	140,000
Total	$1,740,000

Rock Point - Seven Oaks Section of Interstate 5

This project is identical in nature to the one preceding, and was also initiated in order to meet federal safety standards for the interstate freeway system. The project covers a seven and one-half mile distance in the vicinity of Gold Hill. Estimated costs for the project are as follows:

Federal Share	$1,140,000
State Share	125,000
Total	$1,265,000

Park Street - Tol[illegible]n Creek Section of Oregon [illegible]6

This project, which has been under consideration by the state and city of Ashland for several years, involves reconstruction of the existing railroad overcrossing on the Green Springs Highway. The present wooden structure is considered to be unsafe because of its narrow width and icing problems during winter months. The project cost is broken down as follows:

Federal Share	$ 825,000
State Share	715,000
Total	$1,540,000

U. S. 99 - Merriman Road Section of Table Rock Road

As part of the federal aid secondary road system in Jackson County, this section of Table Rock Road must be upgraded to meet current safety standards for FAS routes. Provisions are included in this half-mile project for right-of-way acquisition, and roadway and intersection improvement. The cost is as follows:

Federal Share	$120,000
State Share	40,000
Local Share	40,000
Total	$200,000

Scott distributed the report of the Government Applications Review Committee concerning the proposals. The committee found the projects to be both important to the district and consistent with present state and local plans. For these reasons, the committee recommended council endorsement.

During the discussion that followed, Robert Manasco suggested that consideration be given to the possible installation of advance warning signals along U. S. 99 to alert traffic when the Medco crossing signal is red. After further discussion, Miller moved and Taylor seconded that all four projects be favorably recommended by the council. A unanimous roll call vote was recorded.

Committee Reports

Earl Miller, budget committee chairman, presented the proposed council budget for the 1970-71 fiscal year. The individual items comprising the budget are as follows:

General Operational Budget

Agency Personnel	1970-71
*Executive Director	$ 4,200
Secretary	3,488
Services & Materials	
Office Supplies	247
Telephone	165
Reproductions & Publications	575
Postage	275
Planning Programs	3,000
Total Budget	$11,950
Income	
Estimated 1969-70 Carryover	850
Estimated 1970-71 Local Contributions	1,900
*Contributed Services	4,200
State Government Grant	5,000
Total Income	$11,950

After discussion by the board, Hoover moved and Manasco seconded to accept the budget as submitted. A unanimous roll call vote was recorded.

Business from Board Members

Anne James requested that Earl Miller send RVCG members a schedule of county budget committee meetings. Miller noted that all budget committee sessions are open to the public and that council members would be more than welcome to attend.

Chairman's Report

Schroeder stated that in the very near future he intends to revise the present standing committee structure of the council to coordinate more closely with state guidelines.

Meeting adjourned.

Respectfully submitted,

B. SAM TAYLOR, SECRETARY

Sandy Starr

by Sandy Starr, Office Secretary

RECEIVED
MAR 30 1970
FOR FILING

Post 2v

EXECUTIVE DEPARTMENT

klabon

2799 75 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

March 17, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310

ARLINGTON-MORROW COUNTY LINE SECTION
ELK RIVER-PORT ORFORD SECTION
FOGARTY CREEK SCENIC STRIP
JUMPOFF JOE CREEK-GRANTS PASS SECTION
PARK STREET-TOLMAN CREEK ROAD SECTION
ROCK POINT-SEVEN OAKS SECTION

Your Notices of Intent relative to the above projects have been referred to the appropriate state agencies for comment. All have expressed approval of the projects.

We are pleased to add our approval.

Edward G. Westerdahl, II

REFERRED TO
Young
By ... State Hwy. Engr

RECEIVED
MAR 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Original to Young
3-23-70

RECEIVED
MAR 18 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

7799

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 13, 1970

Oregon State Fire Marshal
668 Church Street N. E.
Salem, Oregon 97310

Attention: Mr. Wilburn R. Dodge, Deputy

Gentlemen:

The Oregon State Highway Division is proposing to reconstruct a portion of the Green Springs Highway in the City of Ashland, Oregon. The project will include the construction of a four-lane curbed highway and a new bridge over the Southern Pacific Railroad. The grade line will also be revised.

On the northerly side of the highway and just westerly of the railroad is a Union Oil Company bulk storage plant. If our standard slopes were used, the catch points would be too close to the near storage tank; therefore, a retaining wall was designed. The wall will be approximately 15 feet high. The distance between the retaining wall and first tank will be approximately 32 feet. The distance from the curb to the first tank is approximately 40 feet. It is very possible that the wing walls may be changed from those shown on the enclosed sketch map. The union Oil Company people are going to try truck movements through the area between the tanks and retaining wall which may indicate that the wing wall should be changed.

The enclosed sketch, cross-section, and profile maps show the design of the proposed retaining wall. The Oregon State Highway Division requests that you review the proposed design and send, in writing, your concurrence if the design meets the safety requirements for this type of facility. If the design is not adequate, please indicate the changes that will be necessary to meet the safety requirements.

Very truly yours,

DEK:jp
cc: F.B. Klaboe
C.T. Keasey

Forrest Cooper
State Highway Engineer

By

D. J. Barbee
Design Engineer

RECEIVED
MAR 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Enclos.

RECEIVED
MAR 18 1970
FOR FILING

7799

March 13, 1970

Mr. Jim Busch, Chairman
Ashland Development Commission
City Hall
Ashland, Oregon 97520

Dear Mr. Busch:

Thank you for your March 6 letter concerning the raised island and light standards in the Green Springs Highway at Ashland.

As the proposed construction involves only the bridge and just enough ramps on each end to make the bridge usable, it does not seem that this question must be resolved prior to this first project which is for the purpose of replacing a dangerous structure. There are some differences of opinion on this matter, and I believe it is one that should have further discussion and consideration before final decision is made.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
F. B. Klaboe
Tom Edwards
H. S. Cox
C. T. Keasey

RLP:ms sr

Portion

City of Ashland

ASHLAND, OREGON 97520
503-482-3311

Chairman
Richard C. Cottle

Members
Sidney Ainsworth
Elmer Biegel
Chester Corry
Mrs. John Cotton
William Dawkins
Donald Lewis
Edd Rountree
Lloyd Selby

Development Coordinator
Richard Soderberg

Ashland Development Commission

March 6, 1970

REFERRED TO
Admin
BY SECRETARY

Oregon State Highway Department
Highway Building
Salem, Oregon

Re: Highway 66 overpass
Ashland, Oregon

Dear Sirs:

As a follow-up to the testimony of the Ashland Development Commission we would like to add the following suggestion.

It is apparent from the testimony offered at the State Highway Department Public Hearing held February 19, 1970 that a design of the island areas could be developed to meet safety requirements of the State Highway Department and commercial property owners and users in the area.

We would like to recommend a raised island development, landscaped with room for lighting standards and which would permit left hand turns to commercial areas other than the overpass.

We would therefore like to recommend that you consider a proposal to be offered in map form by the City of Ashland which we will be happy to forward to you as soon as the drawing is completed.

If this suggestion meets with your approval, please advise us and we will complete the map.

Sincerely yours,

Jim Busch

Jim Busch
Chairman
Ashland Development Commission

RECEIVED
MAR 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

skw

CC: Ashland City Council
Ashland Planning Commission

RECEIVED
MAR 10 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 17 1970

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7799

February 16, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are the completed Notices of Intent to apply for federal assistance for eight federal-aid highway projecs as follows:

State Administrative District No. 1

Federal Aid Primary	Manzanita-Nedonna Beach Section Oregon Coast Highway

State Administrative District No. 3

Federal Aid Primary	Brooks-Hayesville Section Pacific Highway East

State Administrative District No. 4

Federal Aid Beautification	Fogarty Creek Scenic Strip Oregon Coast Highway

State Administrative District No. 7

Federal Aid Primary	Elk River-Port Orford Section Oregon Coast Highway

State Administrative District No. 8

Federal Aid Interstate	Jumpoff Joe-Grants Pass Section Pacific Highway
	Rock Point-Seven Oaks Section Pacific Highway
Federal Aid Primary	Park Street-Tolman Creek Road Section Green Springs Highway

State Administrative District No. 12

Federal Aid Interstate	Arlington-Morrow Co. Line Section Columbia River Highway

The estimated date of filing for federal funds on these projects varies from mid-April to August 1, 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
R. L. Schroeder
H. S. Cox
B. L. Gifford
R. N. Chase

ATTACHMENT B

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 8 City Ashland

County Jackson Special District(s) (if applicable)

Other affected jurisdictions/agencies

---

2. Federal Program

Common Program Name Federal-Aid Primary

Authorizing Legislation Title 23, USC, Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share	☐ Loan ☒ Grant	825,000	Source of State Agency Share (if any)
Local Applicant Share		-	General Fund
*State Agency Share		715,000	Other Funds (specify)
Other (specify)		-	
TOTAL		$1,540,000	*Total State Agency Share 715,000

*Indicates totals should be equal.

---

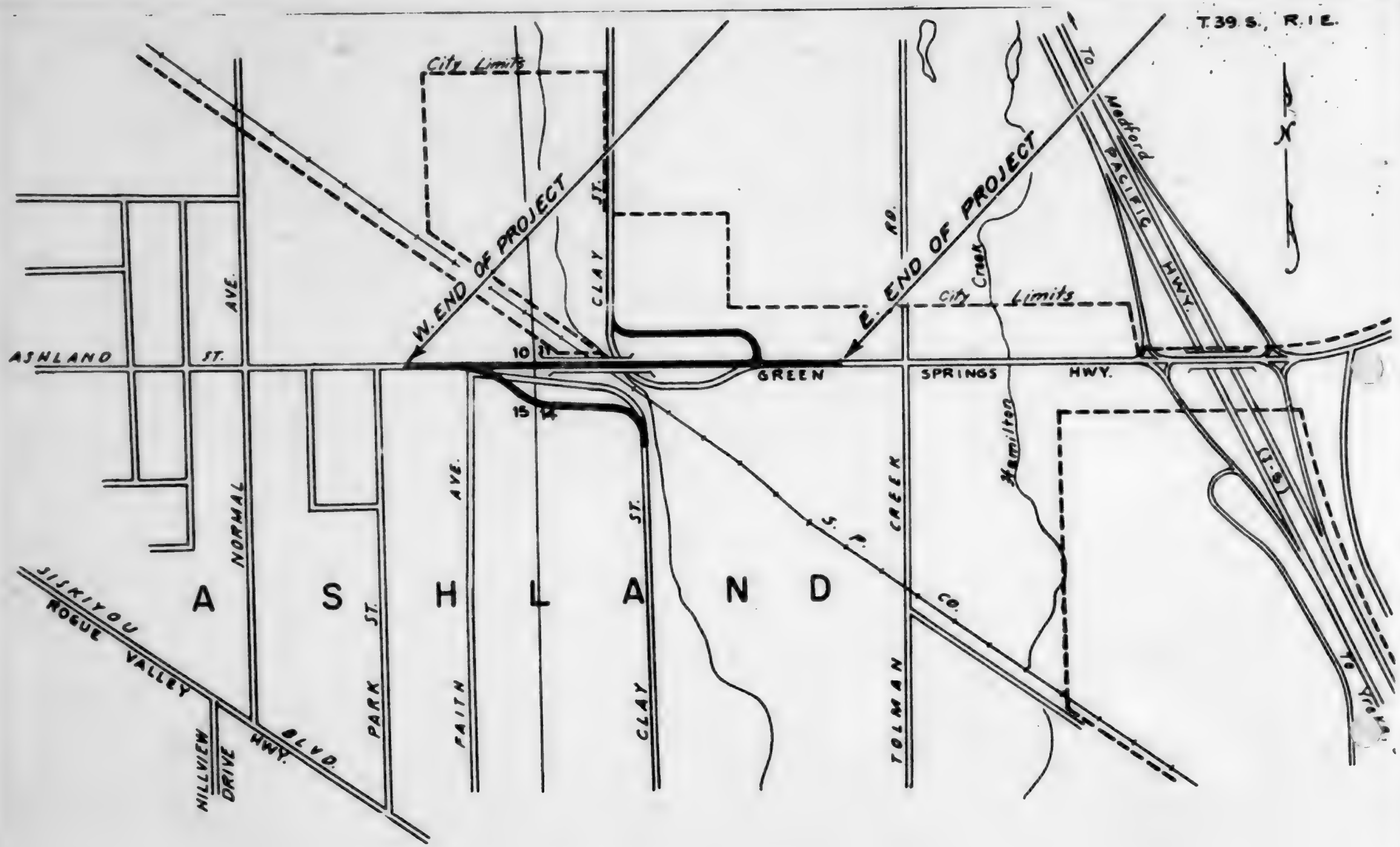
4. Estimated Application Filing Date May 15, 1970

---

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)
Park Street - Tolman Creek Road section of the Green Springs Highway (Ore. 66). Project to consist of reconstructing the existing facility to a high standard four lane facility.

Length of Project	0.4 mile
Estimated ADT	1968 = 3,700 1990 = 9,000
Standards	Class A (4) Highway (Highway Technical Bulletin No. 19)
Typical Section	Four 12-foot travel lanes separated by a 16 foot median with a 3 foot shy distance to the curbs on the outside.
Structures	Overcrossing over S. P. R. R.

See attached map for geographic location.



OREGON STATE HIGHWAY DIVISION

CORRIDOR AND DESIGN HEARING MAP

PARK ST. - TOLMAN CREEK RD. SECTION

GREEN SPRINGS HIGHWAY

JACKSON COUNTY

RECEIVED
JAN 27 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

7799

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 23, 1970

Mr. Gary L. Boshears
Ashland City Administrator
City Hall
Ashland, Oregon 97520

Dear Mr. Boshears:

Reference is made to the letter sent to you dated January 21, 1970, signed by Mr. D. N. Harwell, regarding data sent to you on the proposed project on the Ashland-Interstate (I-5) Section, Park Street-Tolman Creek Road Unit of the Green Springs Highway (ORE66).

On the detail map that was sent to you on January 21, there is a note in red pencil regarding a change in alignment of the detour in front of the District Ranger's office. That map should be destroyed and the map enclosed with this letter will replace it. The enclosed profile also shows a change in the grade of the proposed detour.

The enclosed material is the current design, and if any further changes are made you will be furnished with the corrected data.

Very truly yours,

D. J. Barbee
Design Engineer

By Donald E. Keyes
Donald E. Keyes
Preliminary Rural Supervisor

Enclos.

cc: F.B. Klaboe
C.T. Keasey
D.N. Harwell

RECEIVED
JAN 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

7779

January 21, 1970

Mrs. Raymond E. Vandervalle
Frames, Etc.
P. O. Box 248
Ashland, Oregon 97520

Dear Mrs. Vandervalle:

Thank you for your letter of January 14, 1970, and your interest in the proposed reconstruction of the Ashland-Interstate (I-5) Section of the Green Springs Highway (Oregon 66). - 21

It is not our policy to furnish copies of our detail map to individuals at this stage in our highway planning. We have, however, sent a copy of our map and profile to the City of Ashland and to our Resident Engineer in Medford. You may review these plans at either place prior to the hearing. If you wish to contact our Resident Engineer in Medford, his name and address are: Bill E. Brown, 2692 N. Pacific Highway, Medford, Oregon 97501, phone - 773-4198.

This same data will be on display for public review at the informal informational session of our hearing next month. There will be right of way and engineering personnel on hand to explain the details and answer questions you may have.

It is hoped the maps we have sent to our Resident Engineer or the City of Ashland will answer your questions in the meantime.

Routing

1 Barbee
2 Hall
A. Olson
Semple
Terpin
Swenson

RECEIVED
JAN 21 1970
DESIGN DIVISION

Trout
Wills
Hecklemen
Scott
R. Olson
Carstensen

Very truly yours,

D. J. Barbee
Design Engineer

By: ORIGINAL SIGNED BY DONALD L. TROUT

Donald L. Trout
Design Office Engineer

DLT:ak

cc: Mr. C. T. Keasey
Mr. Bill E. Brown

frames, etc
po box 248
ashland oregon 97520

January 14, 1970

Design Division Office
Room 224
State Highway Building
Salem Oregon 97310

Dear Sirs:

Please send complete information concerning the proposed reconstruction of the Southern Pacific overpass on Highway 66 in Ashland, Oregon. We would appreciate maps showing details of the project.

We are right in the middle of the proposed reconstruction and need the information prior to the hearings scheduled for next month.

Sincerely yours,

Mrs. Raymond E. Vandervalle
Mrs. Raymond E. Vandervalle

Routing

1/2 Barbee	B	Trout	T
2 Hall	✓	Willis	
3 A. Olson	✓	Hackleman	
Sample		Scott	
Terpin		R. Olson	
Swenson		Carstensen	

RECEIVED
JAN 16
DESIGN
DIVISION

REFERRED TO
~~Front~~

Keep in touch with Keyes and Harwell and when maps have gone to city inform Lady see can see them there and then that our Engrs will be at the informal hearing

RECEIVED
NOV 17 1969
FOR FILING
Const
B.14
Trans Dpt

November 14, 1969

Oregon State Highway Commission

Gentlemen:

A survey has been completed on the Park Street-Telman Creek Road (Ashland) Section of the Green Springs Highway in Jackson County. A public hearing was held on this project March 3, 1965, prior to Bureau of Public Roads Policy and Procedure Memorandum 20-8.

The proposed project is for a 0.4-mile section on existing alignment involving the construction of a railroad grade separation and approaches having a total of 70 feet between curbs. A sketch map showing the limits of this project is attached. The estimated cost of construction is $1,300,000 and the estimated right-of-way cost is $200,000, for a total estimated cost of $1,300,000.

I recommend the construction of this project with federal aid funds and request your confirmation of financing on Program XII. I further request your concurrence in conducting any public hearings that might be required to obtain location and design approval from the Bureau of Public Roads.

This matter will be on the agenda for your approval and confirmation at the November 18 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attach.

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
F. D. Morgan
L. H. Young
V. E. Skoog
H. S. Cox
C. T. Keaney

BLG:ia fn

Entire Project
1.3 Miles

Center Unit
0.4 Miles

ASHLAND

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 11,880

Scale in Feet

Revised December 1958

SHEET ARRANGEMENT

1	2	
3	4	5

SIGNED ROUTES

INTERSTATE

U.S.

ORE.

LEGEND

- Post Office
- Public Bldg.
- School
- CH – City Hall
- CT – Court House
- R. R. Depot
- A – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

SIGNED ROUTES

INTERSTATE

U.S.

ORE.

LEGEND

- Post Office
- Public Bldg.
- School
- CH – City Hall
- CT – Court House
- R. R. Depot
- A – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

U S DEPT OF TRANSP
DEC 23 1969

cc: Forrest Cooper
R. L. Porter
P. B. Klaboe
Victor Wolfe
L. H. Young
D. J. Barbee
C. T. Keasey

7799

MEMO TO FILES - 12/18/69
Ashland-Interstate 5
Green Springs Highway No. 21 (ORE 66)
City of Ashland

December 18, Mr. C. T. Keasey, H. S. Cox, and the writer met with the Ashland City Council and Planning Commission relative to the proposed subject project. (The news media were on the scene.)

The discussion concerned State's proposal to construct the Park Street-Tolman Creek Road (S.P. Overcrossing) Section upon completion of the necessary hearings and related details, availability of monies, etc. They were told it was planned to undertake this 0.4 mile section, estimated to cost approximately $1.5 million, at State's sole expense.

The City was requested to consider the balance of the project on a cooperative basis of 25% City and 75% State, with a total estimated cost of approximately $800,000, i.e., $200,000 cost to City, with construction to be based on availability of funds.

They expressed a desire to hold a hearing on the entire route (US99-I5) at the earliest possible date. It is currently proposed to hold a hearing in late January or early February.

The City Council members present appeared to be wholeheartedly behind the proposal, subject to their capability to finance their portion of the project.

They requested data and details of construction schedules etc., and were told that in the event all details were completed with dispatch, as well as programming of the available funds, then, hopefully, within two to five years they would have a finished product.

Those present were quite insistent in requesting the State to include in the design raised, planted medians except in those areas required and/or occupied for left-turn refuge lanes. They indicated they will express this desire at the public hearing and also for inclusion of illumination within this median. We of the Highway Division discouraged the raised median, planting in this area, and most particularly, the illumination in the median strip. It appears that we may look forward to very strong insistence on planted, raised medians; however, I believe we should not alter any plans at present and await the study of testimony received at the hearing.

NOTED
R. L. PORTER

Based on the foregoing, the Design Department should prepare immediately for a late January or early February hearing, and upon the study of the transcript, we will undertake further negotiations.

D. N. Harwell
Assistant County-City Engineer

DNH:mm

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DEC 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 12 1969
FOR FILE

OREGON STATE HIGHWAY DEPARTMENT

7799

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

December 10, 1969

Mr. Gary L. Boshears
Ashland City Administrator
City Hall
Ashland, Oregon 97520

Dear Sir:

Reference is made to the December 4 meeting of Mr. Allen Alsing, Public Works Director; yourself; Mr. C. T. Keasey, Division Engineer from Roseburg; and myself relative to the proposed project on the Green Springs Highway (ORE 66) between US99 and I-5 in Ashland.

The Oregon State Highway Division has completed a survey on the Park Street-Tolman Creek Road (SPRR Overcrossing) Section and proposes to acquire rights-of-way and undertake construction after consideration of the public hearing, if needed, and the availability of funds and other related matters. The State proposes to do this 0.4 mile section of the Green Springs Highway at its sole expense; however, it is requested that the City of Ashland consider a cooperative financial-construction arrangement for those portions of the highway lying easterly and westerly of the SPRR Overcrossing Section. The easterly portion would extend from Tolman Creek Road to the I-5 Interchange, and the westerly portion from the Rogue Valley Highway (Siskiyou Boulevard) to Park Street. It is currently proposed that construction of the entire 1.3 miles section (US 99 to I-5) would consist of a 70-foot width between curbs, allowing four 12-foot travel lanes, 16-foot median for turning movements, and 3-foot shy distance to the curbs whereby all parking would be eliminated.

Pursuant to your request, we would like to meet jointly with your City Council and Planning Commission at 3 p.m. on Thursday, December 18, 1969, in the Ashland City Hall to discuss the matter in detail.

I trust you find the foregoing in keeping with our previous discussion and the date will meet with your approval. If any questions arise prior to that time, please feel free to contact this office.

Very truly yours,

Forrest Cooper
State Highway Engineer

RECEIVED
DEC 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

DNH:mm

By: D. N. Harwell
Assistant County-City Engineer

cc: Forrest Cooper
R. L. Porter, F. B. Klaboe, V. D. Wolfe
L. H. Young, D. J. Barbee, C. T. Keasey

NOTED
FORREST COOPER

F

Notes on meeting of 12-4-69

State commitment on Okmg Sect
city participation East-West $200,000+

no illumination in ℄ none other mention

Walker — Siskiyou No. side SOC
2-5 years → 200± parking area

Public hearing desired by City = SOON
January March

State construct City to participate W-E ?

Fire Hall SE corner Hwy 66 - Sherwood
Southside

Proposed shopping center (Sta 15±)
Southside

City Council — Community changes
attitude appears favorable with proposal

Meeting City - Planner - etc Soon

Meeting → Dec. 18 - 3pm

NOTED
DON HARWELL

RECEIVED
OCT 3 - 1969
FOR FILING
7799

C 4-80-C 10-C 69 1

16

Ashland - Pacific Interstate
Green Springs Highway

With railroad grade separation 84'x320'.

$1,500,000

With railroad at grade crossing

$910,000

Date of estimate Nov. 1964

Bldg. Comm.

NOTED
F.B. KLAMOE

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED

Section ASHLAND - PACIFIC INTERSTATE Highway Green Springs (FA 15) County Jackson Prefix 15-1449

Res. Engr. _____ Approx. Length 1.3 Miles. Sta. 0+00± to Sta. 67+00± Date 9-24-69

Mean

Truck A.D.T. 226 Traffic Coefficient 7.9 18 kip s.a. per day 59.2.

Annual Precipitation 22"± Frost Penetration - - - - .

9-24-69

(1)

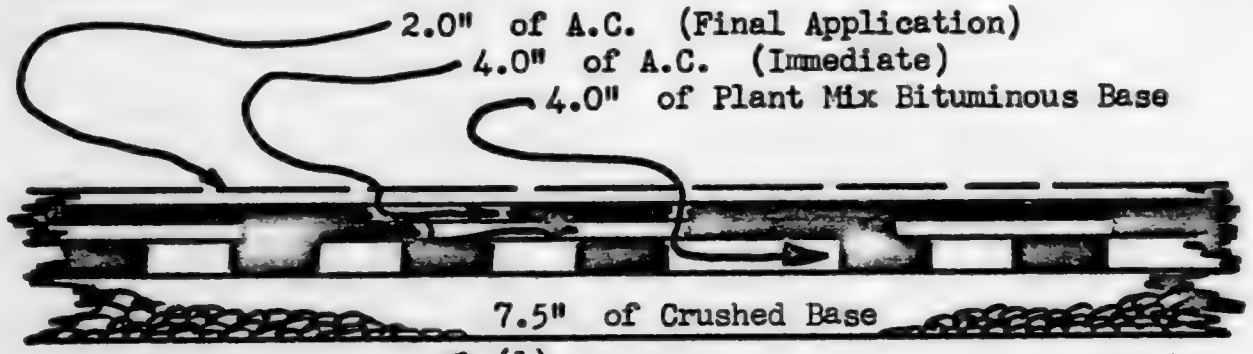
Typical Soil

21	LL
3	PI
92	%P 10
41	%P200
8	%Gravel
19	%C Sand
32	%F Sand
26	%Silt
14	%Clay
5	"R" Value

AASHO CLASSIFICATION:
A-4 (2)

MATERIAL SOURCES:
To be determined by the Engineer.

Sta. 0+00± - 38+66±



(1)
Silty Sand

See remarks on Page 3.

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C. (F.A)
	8.0	4.0	A.C.(I)
	7.0	4.0	P.M.B.B
	7.5	7.5	Cr.Base
26.5	26.5	17.5	

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

Submitted by E. J. Seyer
for Staff Assistant

Recommended by E. L. Klaboe
Engineer of Materials

Recommended by L. L. Ochsner
Asst. Construction Engineer

Approved by J. B. Klaboe
Asst. State Highway Engineer

NOTED
F. B. KLABOE

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED

Section ASHLAND - PACIFIC INTERSTATE Highway Green Springs (FA 15) County Jackson Prefix 15-1449

Res. Engr. _____ Approx. Length 1.3 Miles. Sta. 0+00± to Sta. 67+00± Date 9-24-69

Mean

Truck A.D.T. 408 Traffic Coefficient 9.0 18 kip s.a. per day 173.9.

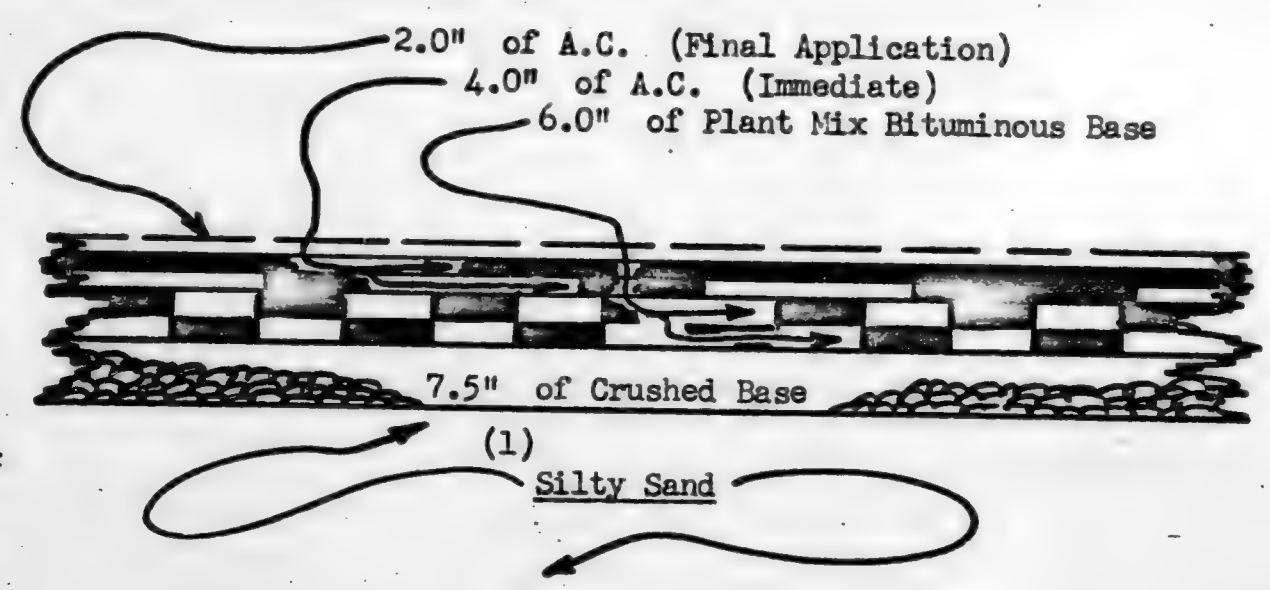
Annual Precipitation 22"± Frost Penetration - - - -.

(1)

Typical Soil

21	LL
3	PI
92	%P 10
41	%P200
8	%Gravel
19	%C Sand
32	%F Sand
26	%Silt
14	%Clay
5	"R" Value

Sta. 41+81± - 67+00±



	CBE Total Req.	Credit	Actual Thick.	
		4.0	2.0	A.C.(F)
		8.0	4.0	A.C.(I)
		11.0	6.0	P.M.B.B
		7.5	7.5	Cr.Base
	30.5	30.5	19.5	

AASHO CLASSIFICATION:

A-4 (2)

MATERIAL SOURCES:

To be determined by the Engineer.

See remarks on Page 3.

SECTION: ASHLAND - PACIFIC INTERSTATE

HIGHWAY: Green Springs

COUNTY: Jackson

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B. or [illegible]	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
8.0 - 9.0	3.5"	6.0"	—	10.5"	—	28.5"	20.0"
7.0 - 8.0	3.5"	4.0"	—	11.5"	—	25.5"	19.0"
6.0 - 7.0	3.0"	4.0"	—	9.0"	—	22.0"	16.0"
4.8 - 6.0	2.0"	—	2.0"	12.5"	—	18.5"	16.5"
Cars Only	2.0"	—	2.0"	7.5"	—	13.5"	11.5"

Remarks:

Project Base Design revised in order to update traffic from a design year of 1966 to 1970, and because of changes in testing procedures.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0 "	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8 "	Crushed Base
1.0"	Cement Treated Base	=	1.8 "	Crushed Base
1.0"	Oil Mat	=	1.1 "	Crushed Base
1.0"	Stone Subbase (Per Standard Specifications plus Supplementals)	=	0.8 "	Crushed Base
1.0"	Lime Treated Subgrade	=	— "	Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: ASHLAND - TOLMAN CREEK ROAD
ASHLAND - PACIFIC INTERSTATE

HIGHWAY: Green Springs

COUNTY: Jackson

4200 Present ADT (1970)

3.7 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	95	1.9	181	138	450	62,100
3	40	1.9	76	58	1000	58,000
4	5	1.9	10	8	1250	10,000
5	15	1.9	29	22	3180	69,960
6	0	—	—	—	2570	- - -
				226	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 200,060

TWENTY YEAR EWL 4,001,200

TRAFFIC COEFFICIENT 7.9

TRAFFIC ANALYSIS

TOLMAN CREEK RD. - PACIFIC INTERSTATE
SECTION: ASHLAND - PACIFIC INTERSTATE

HIGHWAY: Green Springs

COUNTY: Jackson

4200 Present ADT (1970)

6.7 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	110	1.9	209	160	450	72,000
3	95	1.9	181	138	1000	138,000
4	5	1.9	10	8	1250	10,000
5	75	1.9	143	109	3180	346,620
6	0	—	—	—	2570	- - - -
				415 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 566,620

TWENTY YEAR EWL 11,332,400

TRAFFIC COEFFICIENT 9.0

SECTION: ASHLAND - PACIFIC INTERSTATE

HIGHWAY: Green Springs

COUNTY: Jackson

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made -- see remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. & P.C.C.
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a consideration
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: See remarks

CONCLUSION AND REMARKS:

A.C. is recommended for the following reasons:

The known aggregate sources that would meet specification requirements for P.C.C. pavement in this area are almost depleted. No new sources have been found to date.

Average cut and/or fill will be 2'± with maximum fill height of 10'± (approximately 25% of project). Minor aibsidence is anticipated, and A.C. is more desirable for easy restoration.

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 22, 1969

SUBJECT: Ashland-Pacific Interstate Section
~~Green Springs Highway~~ -37
Jackson County

To: MEMO TO THE FILES

The estimate of cost on the above project has been updated. This updating includes new estimates of cost for grading, surfacing, structure and right of way. The estimates are for four 12-foot travel lanes, 16-foot median and 3-foot shy distance to the curbs, for a total of 70 feet between curbs.

The entire project from the Rogue Valley Highway to Pacific Interstate is estimated to cost:

Grading and Surfacing	$ 895,000
Structure	814,000
Right of Way	424,000
Total	$2,133,000

The estimate for the railroad grade separation and the approaches from the end of the structure down to the existing highway is as follows:

Grading and Surfacing	$ 470,000
Structure	814,000
Right of Way	162,000
Total	$1,446,000

The length of the entire section is 1.3 miles and the center

section with the structure and approaches is 0.4 miles.

The enclosed map shows the limits of the proposed project.

D. J. Barbee
Design Engineer

By Donald E. Keyes

Donald E. Keyes
Preliminary Rural Supervisor

DEK: jp
Attachment
cc: D.J. Barbee
F.B. Klaboe
B.L. Gifford

Routing

Barbee
Hill
A. Olson
Sample
Terpin
Swenson

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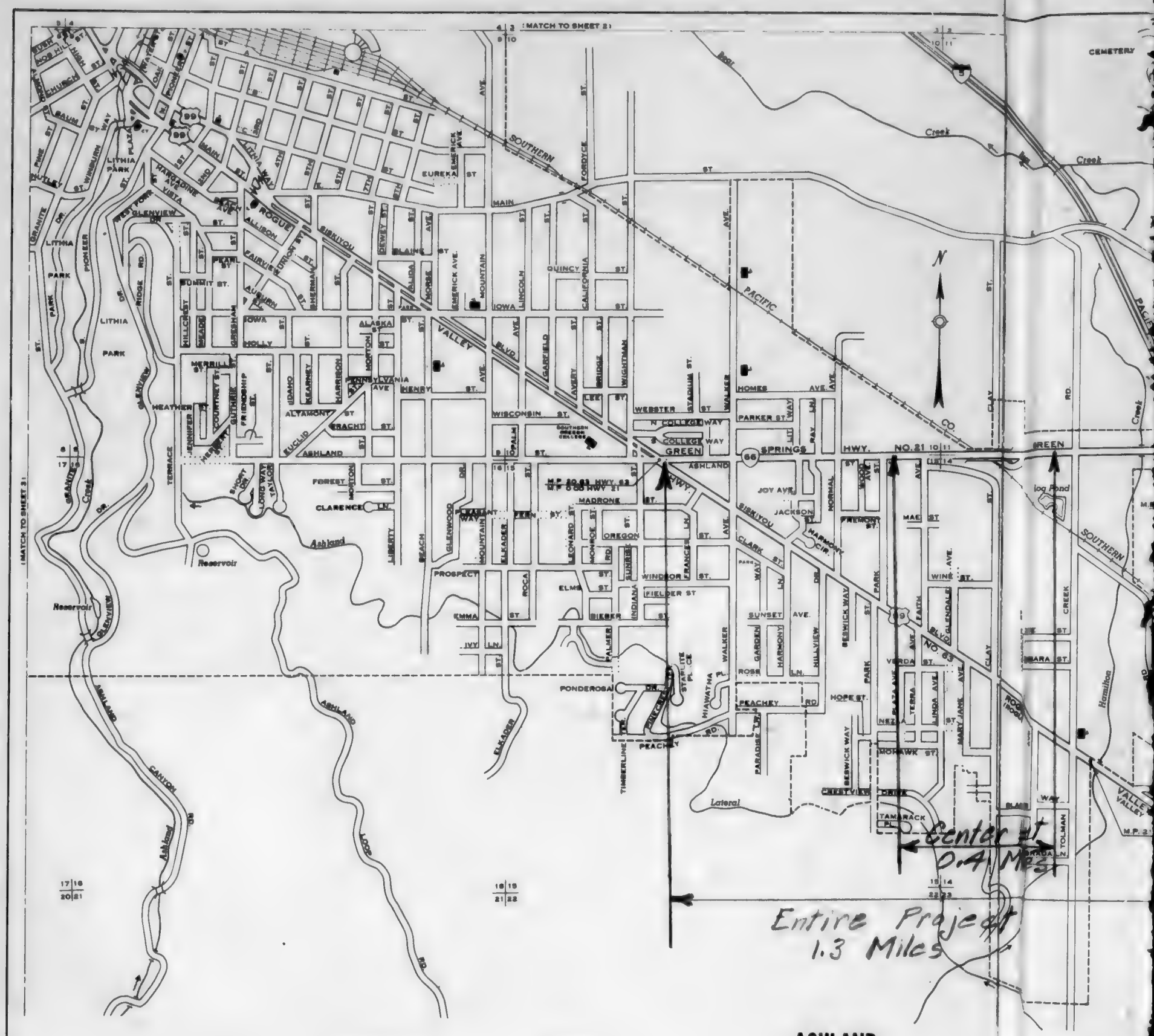
SEP 22 1969
DESIGN
DIVISION

Trout
Wills
Heckleman
Scott
R. Olson
Carstensen



SIGNED ROUTES

INTERSTATE 5

U.S. 99

ORE. 99

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CY – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

ASHLAND

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 11,800

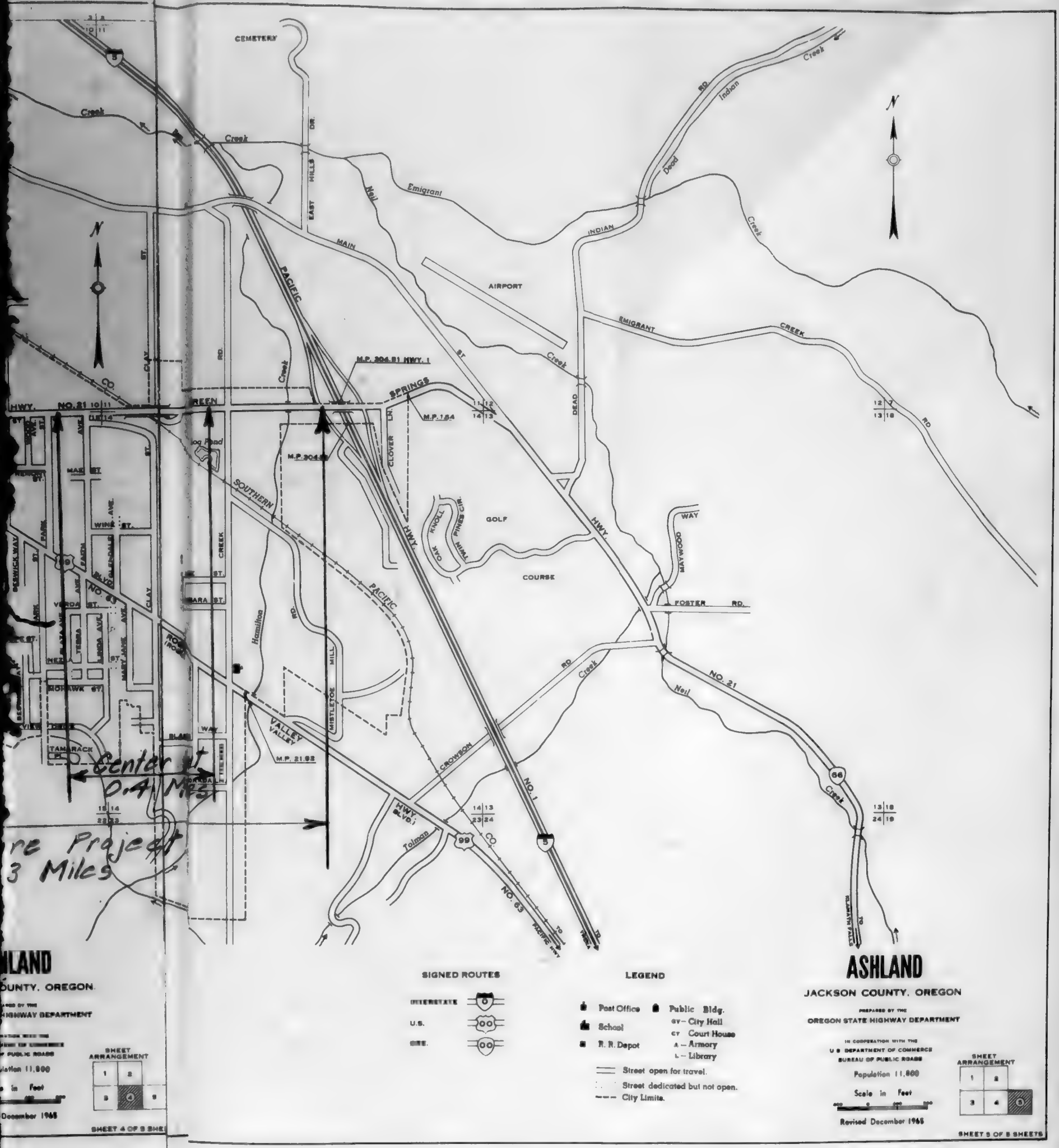
Scale in Feet

Revised December 1968

SHEET ARRANGEMENT

1	2
3	4

SHEET 4 OF 5 SHEETS



SIGNED ROUTES

INTERSTATE 5

U.S. 99

ORE. 66

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- CH – City Hall
- CT Court House
- A – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

ASHLAND

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 11,800

Scale in Feet

Revised December 1965

SHEET ARRANGEMENT

1	2
3	4
	5

SHEET 5 OF 5 SHEETS

ILAND

OUNTY, OREGON

HIGHWAY DEPARTMENT

lation 11,800

December 1965

SHEET ARRANGEMENT

1	2	
3	4	5

SHEET 4 OF 5 SHEETS

7800 Gresham St.-Indiana St. (Ashland) 1972
Bikeway Sec. on Rogue R. Hwy.
(Paving)

7800

March 30, 1973

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On March 26, 1973, we wrote to you concerning release of final payment on Contract No. 7800 awarded to H. C. Lininger & Sons, Inc., for paving on the Grasham Street-Indiana Street (Ashland) Bikeway Section of the Rogue Valley Highway in Jackson County.

Final payment on this contract is $701.11 and the total contract amount is $14,022.10. No work was performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc H. C. Lininger & Sons, Inc.
Box 1143
Medford, Oregon 97501
bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Macek
J. H. Versteeg

7800

March 22, 1973

TO Oregon State Highway Commission

FROM F. B. Klaben
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7800, Work Completed September 21, 1972

Project Gresham St.-Indiana St. (Ashland) Highway

Highway Rogue Valley, County Jackson

Type of Work Paving

Contractor H. C. Lininger & Sons, Inc.

Recommended Acceptance Date March 20, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on April 17, 1973 for your formal concurrence.

VG:bb

cc: C. M. Head
A. E. Johnson
L. H. Young
C. T. Keasey
M. J. Hart

RECEIVED
OCT 2 - 1972
FOR FILING
7800

S

Salem, Oregon

October 2, 1972

C. T. Kassey, Construction Engineer
W. J. Hart, Bridge Engineer
B U I L D I N G

L. H. Young, Programing Engineer
Request Contract Acceptance

Contract 7800 Work Completed September 21, 1972

Project Gresham St. - Indiana St. (Ashland) Bikeway

Highway Rogue Valley

County Jackson

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date _____

Conditions not acceptable:

Construction Engineer
Bridge Engineer

VG:pr

cc: H. S. Cox
J. R. Oakes
Virgil Boyd
John Jenkins
Donald L. Trout

7800

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

S

NAME OF JOB: Gresham St. - Indiana St. (Ashland)	SECTION: Gresham St. - Indiana St. (Ashland) Bikeway	WEEK ENDING: 23 September 1972
		SECTION PREFIX: 15-1154
	HIGHWAY: Rogue Valley	COUNTY: Jackson
	KIND OF WORK: Paving	
CONTRACTOR: M. C. Lininger & Sons, Inc.	CONTRACT NUMBER: 7800	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 4, 1972	DATE WORK STARTED: Sept. 1, 1972	ESTIMATED COMPLETION DATE: Sept. 27, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 8 SUPERVISION: 2	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 30	CALENDAR DAYS USED 26
PROJECT AUTHORIZATION: $16,900.20	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 87
EXCLUSIVE OF ENGINEERING: $15,424.20	ENGINEERING AUTHORIZATION $ 1,476.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $15,424.20	ENGINEERING COST TO DATE $ 735.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 50 %	DATE PROJECT WAS COMPLETED: Sept. 21, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100		100	0		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					1.36
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					120
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					120
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
Compressor - 1 Pavement Breaker - 1
Dump Truck - Backhoe - 1

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	1		
MONDAY	"	"		
TUESDAY	Cldy & Rain	"		
WEDNESDAY	Cldy	"		
THURSDAY	" & Rain	"		
FRIDAY	"	"		
SATURDAY	"	"		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	One man poured 4 6-type inlets. Two more inlets left to be poured.
TUESDAY	One man poured 2 G-type inlets on Union St. Also poured several ft. of curb between Iowa & Beach St.
WEDNESDAY	Sta 5 - Sta 25 paving bikeway, 3 tracks 2 rollers, paver, 5 oper, 1 labor 2 supervision
THURSDAY	Sta 5 - Sta 25 paving bikeway, 3 tracks 2 rollers, paver, 5 oper, 1 labor 2 supervision
FRIDAY	Job Complete
SATURDAY	

REMARKS

Project completed on Thursday. Final product looks much better that this Resident Engineer had hoped.

Semi-final estimate will be submitted by the next regular estimate period. This will be the final weekly report submitted on this job.

SIGNED B H Braun LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

RECEIVED
AUG 22 1972
FOR FILING

7800

August 21, 1972

H. C. Lininger & Sons, Inc.
Box 1145
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7800 for paving on the Gresham Street-Indiana Street Bikeway Section in the City of Ashland on the Rogue Valley Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc **United Pacific Insurance Company**
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Ins. Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc **C. T. Keasey**
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. H. Versteeg
Bill Brown

PROPOSAL
FOR FILING

7800

August 8, 1972

M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, Oregon 97501

Gentlemen:

The State Highway Commission on August 4, 1972, awarded to you State Highway Contract No. 7800 in the amount of $14,440 on the Gresham Street-Indiana Street Bikeway Section in the City of Ashland of the Rogue River Highway in Jackson County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc C. T. Keasey
Walt Hart
J. H. Verstoeg
Bill Brown

RECEIVED
JUL 5 - 1972

bc W. E. Brown
George Thornton
E. S. Hunter
V. D. Wolfe
R. N. Bothman

OREGON STATE HIGHWAY DIVISION

7300

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 28, 1972

Mr. Allen A. Alsing
Director of Public Works
City Hall
Ashland, Oregon 97520

Dear Al:

Pertaining to prior correspondence, meetings, and our discussion of Tuesday, June 27, herewith are two preliminary plans for the proposed pedestrian-bicycle facility between Gresham Street and Indiana Avenue adjacent to the Rogue Valley Highway (Siskiyou Boulevard) in Ashland.

Regarding the matter of maintenance upon completion of the facility, it is agreed per letter dated May 30, 1972, that this will be the responsibility of the City of Ashland.

We appreciate your continued cooperation and concern for matters of mutual interest to the State and City and trust the foregoing is agreeable to you.

Very truly yours,

George M. Baldwin
Administrator of Highways

NOTED
E. S. HUNTER

By

D. N. Harwell
Assistant Engineer
County and City Section

DNH:lat
Encl.
cc: J. H. Versteeg (plans)

RECEIVED
JUN 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 19 1972
FOR FILING

7800

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 14, 1972

SUBJECT: Siskiyou Boulevard Bike Path

To: E.S. Hunter
Assistant State Highway Engineer
S A L E M

Transmitted are copies of a letter form agreement with the City of Ashland for the construction of a bikeway along Siskiyou Boulevard. The city is very anxious to get the project under way and your assistance in this area would be appreciated.

JAMES H. VERSTEEG
Regional Engineer

JHV/an
attachs.
cc Don Harwell
Bill Brown
George Thornton

NOTED
E. S. HUNTER

RECEIVED
JUN 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

cc Taylor
Wall
Young
ESH

OREGON STATE
HIGHWAY DIVISION
REGION 3
P. O. Box 1128, Roseburg, Oregon 97470 - Phone 672-6541, Ext. 241

May 30, 1972

Mr. Allen A. Alsing
Director of Public Works
City of Ashland
City Hall
Ashland, Oregon 97520

Dear Mr. Alsing:

This is in response to your letter of April 18, 1972, concerning the construction of a bikeway along Siskiyou Boulevard in the City of Ashland.

This bikeway construction may be accomplished as follows:

1. The State to prepare the plans, contract, construct and bear the cost of the bikeway as outlined in your April 18, 1972, proposal.

2. The City of Ashland agrees to accept all other responsibilities for the bicycle route including the costs of signing, striping, lighting and maintenance.

If this is agreeable to the City Council, please indicate approval below and return two signed copies to this office.

Very truly yours,

J H Versteeg

JAMES H. VERSTEEG
Regional Engineer

Approved by the City of Ashland

Date June 6, 1972

By Charles H McKeen
Charles H. McKeen
Mayor

Attest By Robert D. Nelson
Acting City Recorder

JHV:cc

RECEIVED
MAY 25 1972
FOR FILING
STATE OF OREGON 1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

bc
Floyd Dusry
George M. Baldwin
F. B. Blalock
L. S. Hunter
L. N. Young
F. L. Hall
R. S. Cox
V. E. Sloan
Gary Ross
Gary Sund

BLC:jx cc

DATE May 24, 1972

TO Oregon State Highway Commission

ORIGINAL SIGNED
TOM EDWARDS

FROM Tom Edwards
State Highway Engineer

SUBJECT Finance Approval
Six Bikeway Projects

Every effort is being made to complete plans for the following bikeway projects which are scheduled for the July letting:

1.	S.W. 12th Ave.-S.W. 19th Ave. (Goose Hollow) Bikeway, Sunset Hwy., Multnomah Co.: Grade, Pave	$ 40,000
2.	Independence Jct.-Wallace Rd. (Salem) Bikeway, Willamina-Salem Hwy., Polk Co.: Grade, Pave	228,000
3.	37th Ave. S.E.-25th Ave. S.E. (Salem) Bikeway, FAS-679, Marion Co.: Grade, Pave & Str.	200,000
4.	35th St.-Tyler Ave. (Corvallis) Bikeway Corvallis-Newport & Pac. W. Hwy's., Benton Co.: Grade, Pave	181,000
5.	Table Rock Rd.-Barnett Rd. (Bear Cr.) Bikeway, Pacific Hwy., Jackson Co.: Grade, Pave & Str.	188,000
6.	Gresham St.-Indiana St. (Ashland) Bikeway, Rogue Valley Hwy., Jackson Co.	6,000
		$843,000
	Contingency	57,000
		$900,000

I recommend these bikeway projects be constucted with State funds at an estimated cost of $900,000 and request your authorization to include them in our current State Construction Program.

This matter will be on the agenda for your consideration at the June 27 meeting.

RECEIVED
MAY 22 1972
FOR FILING
FORM E-30 (REV. 10-68)

7705

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

May 15, 1972

SUBJECT: Siskiyou Boulevard Bike Route

To: E.S. Hunter
Assistant State Highway
Engineer
S A L E M

I met with Mr. Alsing and discussed the proposed bike route with him. A bike route along Siskiyou Boulevard has a very high priority with the City of Ashland. The city has touched base with all the concerned parties and this plan has the approval of the city, adjacent property owners, the bicycle riders, and the college. The city will agree to sign, stripe, maintain, and accept all related responsibilities for the route, as proposed.

This concept of mixing pedestrians, two-way bicyclist, children, dogs, and cars at intersections is not acceptable to me personally. These sidewalks are only four or five feet and will not handle two-way bicycle traffic in a satisfactory manner. It is not planned to require the bicycle rider to stop at the cross street but to allow them to proceed across at their own risk. Anticipated bicycle speeds of thirty miles an hour can be expected on these sidewalks.

Based on my meeting with the city and some knowledge of the bicycle problem, I would have to recommend that we proceed with this project. While I have some misgiving about this proposal, there is no apparent alternate at this time.

It is suggested that a plan be prepared and a contract let as soon as practical, all things considered.

5-22-72
Wolfe has original
and map attachments

Very truly yours,

J. H. Versteeg

J.H. VERSTEEG
Regional Engineer

5-19-72 JHV/sn

Vic Wolfe,
Als. proceed.

APPROVED
E.S.H.
E. S. Hunter
Date 5-19-72

cc Jonny
Hall
Versteeg.

RECEIVED
MAY 8 - 1972
FOR FILING
7800

Salem, Oregon
May 5, 1972

Mr. J. H. Versteeg
Region Engineer
Roseburg

Siskiyou Boulevard Bike Route
Rogue Valley Highway
City of Ashland

D I V I S I O N

436

Enclosed is a copy of a letter from Mr. Allen A. Alsing, Director of Public Works for the City of Ashland, dated April 18, together with his plans for the Siskiyou Boulevard bicycle route facility. Mr. McClure has been in contact with the Ashland group and has reviewed these plans. A copy of his report is enclosed. The project utilizes a new concept in street crossings that should be studied carefully.

Please review the plans and discuss the proposal with Mr. Alsing. Indicate and recommend a method to accomplish this project in order to obligate funds prior to July 1, 1972, or to incorporate the project for a June 29 contract letting date.

E. S. Hunter
Assistant State Highway Engineer

Enclosure

cc: F. B. Klaboe
Victor D. Wolfe

JDM:jp jf

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

CITY HALL
503-482-3211

City of Ashland

ASHLAND, OREGON
97520

April 18, 1972

Mr. Tom Edwards
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Edwards,

The City of Ashland has recently completed and adopted a "Bicycle Path" plan.

The first priority has been designated for a link between the downtown area and Southern Oregon College along Siskiyou Boulevard. Since the Highway Division has previously recommended that there be no change in the highway lane configuration, we are proposing that the sidewalk be altered on one side of the street to accommodate bicycles. Since Siskiyou Boulevard is a state highway, we would like to present this plan to you for comment concerning both design and funding. We understand that because the project is on a state highway it would be eligible for construction by state funds.

We would be pleased to receive your comments concerning this proposal.

Very truly yours,

Allen A. Alsing

Allen A. Alsing, P.E.
Director of Public Works

slk

Enc

RECEIVED
APR 26 1972
LOCATION
SECTION

RECEIVED
APR 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BICYCLE PATH
Siskiyou Boulevard
Gresham St. to Indiana St.

ESTIMATE

ITEM	UNIT PRICE	TOTAL
Trench exc.		
200 LF 0-6 ft. deep	$ 2.00	$ 400.00
Trench backfill		
67 cu. yds. 3/4"-0" crushed rock	4.00	268.00
Storn drain pipe installation		
175 LF of 8"	3.00	525.00
25 LF of 10"	3.50	87.50
Catch basins		
12 ea. Type A	40.00	480.00
Traffic control signing		
6 ea. bike "Stop" signs	15.00	90.00
12 ea. "Bikeway" signs	15.00	180.00
7 ea. traffic "Stop" signs	20.00	140.00
Asphalt concrete		
101 tons	20.00	2020.00
Valve vault adjustments		
1 ea.	50.00	50.00
Stripping		
lump sum		50.00
	TOTAL	$4289.50

April 28, 1972

PROPOSED BIKE ROUTE -- SISKIYOU BOULEVARD
ROGUE VALLEY HIGHWAY (ORE 63)
CITY OF ASHLAND, JACKSON COUNTY

Project

A two-way bike route facility beginning at Gresham Street in the downtown area of Ashland with a short city street section connecting to Lithia Park. The route extends southeasterly from Gresham Street on the south side of Siskiyou Boulevard to Indiana Street utilizing the existing 8-foot sidewalk for a distance of approximately 1.1 miles.

Purpose

The bicycle facility provides a safe connection from the Southern Oregnn College area to downtown Ashland and a connection to Lithia Park. The facility, while utilizing the existing sidewalk proposes a new concept in crossing street intersections by the installation of a rolled asphalt sidewalk across the street intersection. This concept is shown in the typical sections on Sheet 2. The purpose of the asphalt crossing is to provide a smooth, continuous facility that will be used and accepted by cyclists using the new 10-speed bicycles. In essence, the route must be as good or better to travel on than the adjacent Siskiyou Boulevard in order to be accepted.

Estimated Costs

The estimated cost is $4,289.50 (submitted by the City). These costs are within reason but on the conservative side. A 30% allowance for P.S.& E. would increase the cost to approximately $5,600.

Comments and Recommendations

I would recommend that the asphalt street crossing be initiated and treated as a test facility. This may work and be acceptable to the cyclists. The route has been planned and worked on by a citizens group. Property owners along the route have been contacted by the citizens group for their opinions in making the sidewalk a bicycle route facility. I understand that the reaction was favorable.

James D. McClure
Office Locating Engineer

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DIVISION

7800

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 29, 1972

Mr. Allen A. Alsing, P.E.
Director of Public Works
City of Ashland
City Hall
Ashland, Oregon 97520

Dear Mr. Alsing:

This is in reply to your February 7 letter to Mr. Bill Tebeau requesting information for the development of bicycle paths. Planning and coordination of bicycle routes is handled by the Location Section.

I am assuming you have received a copy of our bike route manual. Enclosed is a copy of our statewide bike route plan showing the current status and long-range plans, together with a copy of our news release explaining its purpose.

Mr. James McClure of the Location Section, who is responsible for the coordination of our statewide bike route plan, would be willing and happy to meet with your planning commission to assist in any way possible. Mr. McClure has a short slide presentation on bike route construction.

He is checking the Federal funding aspect in line with your request and will be prepared to discuss it with you. You can contact Mr. McClure in room 225 of the Highway Building or by phoning him at 378-6883.

Very truly yours,

George M. Baldwin
Administrator of Highways

NOTED
E. S. HUNTER

By

Victor D. Wolfe
Location Engineer

RECEIVED
FEB 29 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Enclosures
JDM/VDW:jp/mc
bc E. S. Hunter
W. H. Tebeau
J. D. McClure

RECEIVED
MAR 1 - 1972
FOR FILING

OSHD (Mr. Baldwin)

Box 300
Salem OR 97308

7800

February 14,1972

10-35.1/510.8

Mr. Allen A. Alsing
Director of Public Works
City of Ashland
Ashland OR 97520

Dear Mr. Alsing:

Thank you for your letter to Area Engineer Riedl indicating an interest in bicycle paths.

Participation of Federal funds in bicycle paths is presently limited to the inclusion of such work in a new project, or as a safety project when the record clearly indicates the need for the development of such a facility. This is set forth in our Policy and Procedures Memorandum 21-16, a copy of which is enclosed.

There is presently under consideration Federal legislation which will extend to the development of bicycle paths and footpaths beyond the highway right of way. You are encouraged to continue the development of a citywide plan.

If there is a safety problem along a Federal-aid highway which needs immediate attention it is suggested that this be brought to the attention of the State Highway Division for their consideration as a safety project.

Sincerely yours,
Original Signed by
R. E. Simpson

NOTED
F. B. KLABOE

R. E. Simpson
Division Engineer

Enclosure
PPM 21-16

Simpson:nig

NOTED
E. S. HUNTER

RECEIVED
FEB 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

2-16-72
REFERRED TO
Hunter
BY DEPUTY STATE HIGHWAY ENGINEER

DEPARTMENT OF PUBLIC WORKS
Allen A. Alsing, Director

CITY HALL
503-482-3211

City of Ashland

ASHLAND, OREGON
97520

February 8, 1972

Mr. Paul Riedl
Area Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97301

Dear Mr. Riedl,

The City of Ashland is presently preparing a city-wide plan for bicycle paths.

Would you please advise us of the possibility of Federal aid under the Federal Highway Act?

Your help will be appreciated.

Very truly yours,

Allen A. Alsing

Allen A. Alsing, P. E.
Director of Public Works

slk

RECEIVED
DEC 7 - 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 6, 1971

7800
ashland

Mr. James Ragland
Ashland Planning Commission
City Hall
Ashland, Oregon 97520

NOTED
R. L. PORTER

Dear Mr. Ragland:

A clipping from the November 16 Medford Mail Tribune was sent to this office. The article concerns a meeting of the Bicycle Subcommittee, at which meeting priorities for bicycle paths were set.

The Oregon State Highway Division is presently developing a statewide bicycle route plan for the State Highway System. A manual on standards and guidelines for bike routes is also being prepared for publication and should be available sometime in January, 1972.

An integrated system between the State Highway Plan and the plans developed by other governmental agencies will require close cooperation. Meetings to accomplish this would be desirable. If you agree, perhaps we could set up a meeting sometime after the first of the year.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED
VICTOR D. WOLFF

Victor D. Wolfe
Location Engineer

DES:mc jp
cc: R. L. Porter w/copy
Tom Edwards w/copy
F. B. Klaboe w/copy
H. S. Cox w/copy
D. G. Talbot w/copy
C. T. Keasey w/copy

RECEIVED
DEC 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

MEDFORD MAIL TRIBUNE

ION B MEDFORD, OREGON, TUESDAY, NOVEMBER 16, 1971 PAGES 1 TO 12

Priorities For Bicycle Paths In Ashland Made By Committee

ASHLAND — Priorities for bike paths were set by an Ashland Planning Commission subcommittee last night. The list of priorities will be forwarded to the Ashland City Council for consideration.

Chairing this subcommittee, Commissioner James Ragland earlier brought to the council's attention the existence of a $1.5 million State Highway Department fund for bike paths. With recommendations from the subcommittee and the preparation of a general bike path plan, the council can soon apply for funding.

The number one priority voted upon by bike enthusiasts attending the meeting was a direct path along Siskiyou Boulevard. An additional utilitarian path along North Main received second priority.

Other Priorities

Listed as other priorities in the following order were recreational paths in Lithia Park, in the proposed park extension project along Ashland Creek, paralleling the railroad tracks to Oregon 66, and bordering the irrigation ditch.

Bike riders in attendance at the first subcommittee meeting reported on their exploration of potential routes. Al Alsing, director of public works, had his office prepare a chart demonstrating the major movements and the pros and cons of each of the possible routes. During the meeting, ideas from the audience were charted on a large map of Ashland for discussion purposes.

Brad Jacobson, a student, said that as long as money will be available, "We might as well do it up right." He said that he didn't think that people would use the alley paralleling Siskiyou Boulevard, a path suggested at the last meeting. Instead, he said, "We might as well go the direct route along Siskiyou."

Respond To Suggestion

Responding to this suggestion, those gathered discussed and then voted on attempting to designate the sidewalk on one side of Siskiyou for bicycle use only. According to the pros on Alsing's chart, this choice would require no new surfacing other than ramps at intersections. The con read, "Might create inconvenience to pedestrians."

Ragland warned that taking away a sidewalk might bring a lot of people out against the bike plan. Though any changes in the boulevard would require state approval, Alsing said, "I would think sidewalks are within the province of the council."

Dr. Rob Carey, an enthusiast, commented regarding the possible conflict between pedestrian and bicylist use of the sidewalks. He said that the percentage of Ashland bicyclists can only be estimated. Fewer people ride bikes now than probably would if there were proper facilities, according to Dr. Carey. He added, "Who knows how many people will ride bikes once [illegible] available."

STONE IS ELECTED

PORTLAND (UPI) — Retired regional forester J. Herbert Stone Monday was elected president of SOLV Stop Oregon Litter and Vandalism" at the group's annual meeting Monday.

ROSEBURG DIVISION
RECEIVED
NOV 19 1971
AUE | AUE | ARE | COE
Assign ..... For .....
Reply ..... Action .....

cc: John Quiner
Glen Clark

This is presently becoming a hot issue in Ashland and we will no doubt become involved in the near future.

George R. Thomas

RECEIVED
6-1
SEP 7 = 1971
FOR FILING

(1934)

ORDINANCE NO. 997

AN ORDINANCE PROVIDING FOR THE REGISTRATION, LICENSING, OPERATION, AND EQUIPMENT OF BICYCLES WITHIN THE CITY LIMITS OF THE CITY OF ASHLAND, OREGON; FIXING PENALTY FOR VIOLATION THEREOF; REPEALING ALL OTHER ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HEREWITH; AND DECLARING AN EMERGENCY.

The people of the city of Ashland do ordain as follows:

Section 1. It shall be unlawful for any person to operate or use a bicycle propelled wholly or in part by muscular power upon any of the streets, alleys, or public highways of the city of Ashland unless and until such person has a bicycle operator's permit and such bicycle has been duly licensed by the police department in accordance with the provisions of this ordinance.

Section 2. The police department is hereby authorized and directed to issue, upon written application, bicycle licenses and bicycle operator's permits which shall be for the current year, commencing with the first day of January of each calendar year and ending with the thirty-first day of December of each year, and this provision shall go into full force and effect on January 1st, 1940. Said license, when issued, shall entitle the bicycle to which it is issued and attached to be operated upon the streets, alleys, and public highways, exclusive of the sidewalks, in the city of Ashland, excepting as hereinafter provided. Said bicycle operator's permit when issued shall entitle the permittee to operate a bicycle upon the streets, alleys, and public highways, exclusive of sidewalks, in the city of Ashland, excepting as hereinafter provided.

Section 3. The city of Ashland shall provide each year metallic license plates and bicycle operator's cards. The license plates shall be issued only to bicycle owners; shall have numbers stamped thereon in numerical order beginning with the number one; shall indicate the year for which the same are issued; shall have the name Ashland stamped thereon; and shall be suitable for attachment upon the bicycles in a place designated by the police department. It shall be the duty of the police department to attach one such metallic license plate to each bicycle upon the payment of a license fee of 15 cents. Such metallic license plates shall remain attached during the existence of such license. In the event of

the transfer of the title to any bicycle, or the loss or theft of any license plate, a new license shall be issued by the police department upon payment of a fee of 15 cents. The police department shall keep a careful record of the make and number of every licensed bicycle, the date of issue and number of each license, and to whom issued.

Upon payment of a fee of 10 cents, the police department shall issue a bicycle operator's permit to any person who possesses a driver's license from the state of Oregon for the operation of a motor vehicle and who has passed an actual riding test in the operation of a bicycle with a percentage of not less than ninety per cent or who, in addition to passing such riding test, has passed a written examination covering the traffic regulations and operation of a bicycle with a percentage of not less than 90 per cent, said written and actual riding examinations to be given by the chief of police or assistants designated by him. The bicycle operator's permits shall be issued in numerical order and shall contain the name and address of the permittee, his age, the date of issuance, the year for which issued, and any other information deemed pertinent by the chief of police. In case of the loss of a bicycle operator's permit, a new one shall be issued by the police department upon payment of a fee of 10 cents.

A beginners permit shall be issued by the police department without charge to any person who has made written application therefore and who has satisfactorily passed the written examination covering the traffic regulations and operation of a bicycle with a percentage of not less than 90 per cent. This beginner's permit shall entitle the permittee, for a period of 30 days from date of issuance, to ride a bicycle outside the business district of the city of Ashland and on any street, excepting East Main Street, North Main Street, Siskiyou Boulevard, and along any primary or secondary state highway within the city limits of Ashland, Oregon. The police department shall keep a proper and adequate record of all licenses and permits issued under this ordinance and is hereby authorized to obtain a proper filing cabinet and other materials necessary to adequately carry out the intent and purpose of this ordinance.

Section 4. No person shall ride or operate any bicycle upon any street, alley or public place within the corporate limits of the city of Ashland during the period from a half hour after sunset to a half hour before sunrise and all times when fog or other atmospheric conditions render the operation of said bicycle dangerous to traffic or the use of the streets, or at any other time when there is not sufficient light to

render clearly discernible any person on the streets a distance of 200 feet ahead without having a lighted lamp affixed on the front of said bicycle visible under normal atmospheric conditions from a distance of at least 500 feet in front of said bicycle and also a reflex mirror or lighted lamp on the rear of said bicycle exhibiting a red light visible under like conditions from a distance of at least 300 feet to the rear of such bicycle. Every bicycle when operated or used within the limits of the city of Ashland shall be equipped with a brake adequate to control the movement of and to stop and hold such bicycle.

Section 5. All persons engaged in the business of buying second-hand bicycles are hereby required to make a report to the police department of the purchase, giving the name, address, and person from whom each bicycle is purchased, the description of each bicycle purchased, the frame number thereof, and the number of the metallic license plate found thereon, if any. All persons engaged in the business of selling new or second-hand bicycles are hereby required to make a report to the police department giving a list of all sales made, which list shall include the name and address of each person to whom sold, the kind of bicycle sold, together with a description, and the frame number thereof and the number of the metallic license plate attached thereto, if any. Said reports shall be made within 24 hours from the date of sale.

Section 6. It shall be the duty of every person who sells or transfers ownership of any bicycle to report such sale or transfer by returning to the police department the registration card issued to such person as licensee thereof, together with the name and address of the person to whom said bicycle was sold or transferred, and such report shall be made within five days of the date of said sale or transfer. It shall be the duty of the purchaser or transferee of such bicycle to apply for a transfer of registration thereof within five days of said sale or transfer.

Section 7. All persons who rent, hire, or loan bicycles shall first obtain a license tag or tags to be used on such bicycles by paying therefore the regular fee, which tag or tags shall be attached to the bicycle in a manner so that it may be transferred from one bicycle to another to suit the convenience of the owner of said bicycles. Persons requiring such tags may secure the same from the chief of police of said city.

Section 8. No person shall operate or ride on any bicycle upon the streets, alleys, or public highways in the city of Ashland with two or more persons upon the same bicycle; provided, however, that this restriction

shall not apply to tandem bicycles or other bicycles equipped for two or more riders and no person shall be permitted to operate a bicycle with the passenger in front of the operator.

Section 9. No person, while riding or operating a bicycle on any street, alley, or public highway in the city of Ashland, shall hold on to any other vehicle.

Section 10. No person shall ride or operate any bicycle on any sidewalk in the city of Ashland except bicycles used for delivery of papers or merchandise and then only in the residential section of the city when the sidewalk is not being used by pedestrians.

Section 11. Every person riding or operating a bicycle on any street, alley, or public place in the city of Ashland shall keep said bicycle on the extreme right of the traffic lane, and it shall be unlawful for two or more operators of bicycles to travel abreast on any street, alley, or public place in the city of Ashland or to operate said bicycle on traffic lanes otherwise than in single file.

Section 12. Every person riding or operating a bicycle on any street, alley, or public place in the city of Ashland shall be subject to all provisions of the laws of the state of Oregon and the ordinances of the city of Ashland applicable to the drivers of vehicles, except the provisions thereof that by their very nature can have no application.

Section 13. It shall be unlawful for any person or persons to run or engage or cause to run or to be engaged in any bicycle race on any street, alley, or public place within the corporate limits of the city of Ashland, except under permit from and supervision of the chief of police of said city.

Section 14. No operator of a bicycle shall leave his bicycle lying or standing in such a manner that shall hinder or impede pedestrian or vehicular traffic upon the sidewalks or paths and upon the streets or alleys within the city of Ashland but shall take proper care to see that his bicycle is so placed to avoid annoyance and danger of accident during his absence from it.

Section 15. The chief of police may designate such place or places within the business district exclusively for parking of bicycles as he shall deem necessary, proper, and convenient, and it shall be unlawful for any person to stand, park, or leave any bicycle on any street or alley within

200 feet of any such place designated exclusively for bicycle parking by the chief of police. The police department shall provide proper racks or other necessary equipment for the convenient parking of said bicycles.

Section 16. The operator of any bicycle involved in an accident resulting in injury to any person, or damage to property, shall, within 24 hours, file a complete written report of such accident with the chief of police of Ashland. Whenever the original report is insufficient in the opinion of the chief of police, he may require bicycle operators involved in accidents to file a supplemental report of the accident upon forms furnished by him. The fact that such report has been made shall be admissible in evidence solely to prove compliance with this section, but no such report or any part thereof or statement contained therein shall be admissible in evidence for any purpose in any trial, civil or criminal, arising out of such accident.

Section 17. Any person of 18 years of age or over who shall violate any of the provisions of this ordinance shall upon conviction thereof in the city court of the city of Ashland be punished by a fine of not more than $100.00, or by imprisonment in the city jail not more than 10 days, or by both such fine and imprisonment, and any person defaulting in the payment of any fine shall be imprisoned in the city jail one day for each $2.00 of said fine. Any person under 18 years of age who shall violate any of the provisions of this ordinance shall upon conviction thereof in the city court of the city of Ashland be punished by the suspension of his bicycle operator's permit for a period of time not exceeding 90 days, and during the time such license shall be so suspended, it shall be unlawful for any such person to operate a bicycle upon any street, alley, or public highway in the city of Ashland, Oregon, and in case this provision is violated, the city judge may cause the bicycle owned by such operator to be impounded and held by the city police for a period of not to exceed 90 days.

Section 18. All ordinances and parts of ordinances in conflict herewith are hereby repealed.

Section 19. That inasmuch as it is necessary to immediately order the equipment necessary for the effective operation of this ordinance and in order to eliminate the hazards incident to the present unlicensed operation of bicycles within the city of Ashland, Oregon, it is deemed necessary for the public health, safety, and general welfare of the citizens of the city of Ashland that an emergency be, and the same is hereby declared to exist, and this ordinance shall be in full force and effect from and after its passage by the council and approval by the mayor.

Passed by the council and approved by the mayor December 5, 1939.

7801 Judkins Point-Calif. St. Line Sec. 197
of Pac. Hwy., south of Eugene.
(Signing)

STATE COPY

7801

OSHD (Coulter)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

12-11-73

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Lane, Douglas, Josephine & Jackson	Oregon
DATE OF REPORT	REPORT MADE BY		PROJECT NO.
12/11/73	W. Kappus, Ass't Area Engineer		RHS I-5-1(81)00 RHS I-5-3(41)121 RHS I-5-2(72)59
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
3/15/73	5/7/73	101 %	120 days
APPROVED EXTENSIONS	LOCATION		
0	On I-5 between Judkins Point and the California border		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
DEC 19 1973
REGIONAL OFFICE

JUDKINS POINT-CALIFORNIA LINE
PACIFIC HIGHWAY

Overruns and Underruns

The original project authorization was $47,776.56. The final cost was $38,904.58. This is a total underrun of 18.6%. Most of this underrun was due to the elimination of an anticipated flagging cost of $8,000. Traffic control was maintained by the use of traffic cones and signs. Also, only $300 of an anticipated $1,900 was used for contingencies.

Contract Time

The contract time was 120 days. The contractor used 121 days to complete the work. One day of liquidated damages at $50 per day has been charged.

RECEIVED
DEC 20 1973
Office of
Assistant State Highway Engineer

1-20-73
Ltr Const
Yours of

*NOTE: Not applicable for direct federal projects.

NOTED
H.B. COULTER

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE: Original Signed by G. K. Hossner Dist. Engineer G. K. Hossner	
TITLE: Area Engineer	DATE: 12/12/73	TITLE: District Engineer	DATE: DEC 19 1973

Form PR 33-E (Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

7801

November 7, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project Nos. EHS-I-5-1(80)00
EHS-I-5-2(22)59
EHS-I-5-3(91)121

FROM L. H. Young, Office Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7801, Work Completed March 15, 1973

Project Judkins Point-California State Line

Highway Pacific

Counties Lane, Douglas, Josephine and Jackson

Acceptance: Transportation Commission May 7, 1973

Federal Highway Administration March 30, 1973

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, are attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-493
Contractor Wage Certification

Attach.

cc: F. R. Griffin

7801

June 4, 1973

The Travelers Indemnity Co.
700 Main Street
Hartford, Connecticut 06183

Gentlemen:

On May 9, 1973, we wrote to you concerning release of final payment on Contract No. 7801 awarded to Coral Corporation for exit ramp signing revision on the Jedkins Point-California State Line Section of the Pacific Highway in four counties.

Final payment on this contract is $1,491.88 and the total contract amount is $33,837.50. No work was performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Coral Corporation
135 East Hereford St.
Gladstone, OR 97027

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

7801

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 7, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7801, Work Completed March 15, 1973

Project Judkins Point - Calif. State Line
Lane, Douglas, Josephine

Highway Pacific, County & Jackson

Type of Work Exit Lane Clearing Revision

Contractor Coral Corporation

Recommended Acceptance Date May 7, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on May 29, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart
V. Gallagher, File

7801 STATE COPY

OSHD (Coulter)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

4-20-73

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION ch

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Lane, Douglas Josephine & Jackson	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
4/20/73	T. P. Love, Area Engineer	EHS I-5-1(81)00

IN COMPANY WITH
Keith Martin, Resident Bridge Engineer

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	101 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

CO. COPY

JUDKINS POINT-CALIFORNIA LINE
PACIFIC HIGHWAY

MAY 22 1973

REGIONAL OFFICE

1. **Scope of Inspection**

The Resident Engineer and the State's Regional Construction Engineer inspected and recommended acceptance of the completed work on March 30, 1973. On April 20th I inspected a random selection of the completed installations.

2. **Contract Time**

On December 23d all of the contract work had been completed except for the painting. The State issued a shutdown order from December 23, 1972 to March 12, 1973 because of adverse weather. The work was completed March 15, 1973. The contractor used 121 days, the contract allowed 120 days to complete the work. One day of liquidated damages ~~are~~ being charged.

3. **Final Costs**

The original project authorization was $47,776.56. The final cost is about $38,000. This is a total underrun of 18.6%. Most of this underrun is due to an underrun of anticipated flagging costs. The contractor generally elected to use traffic cones in lieu of flagmen. Flagging costs underran about $8,000. Also, only $300 of an anticipated $1900 was used for contingencies.

4. **Findings and Recommendations**

The project has been completed in substantial compliance with the approved plans and specifications including authorized changes and acceptance is recommended.

RECEIVED STATE HWY ENGR
MAY 23 73
FOR REFER TO
Info
Invest
R/D
D/R
Sign
Act
File

NOTED
H.S.COULTER

5-23-73
cy Coulter
Young

A. E. JOHNSON

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

7801

5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Judkins Point-California State Line		WEEK ENDING: March 31, 1973
		SECTION PREFIX: 615-1056
HIGHWAY: Pacific		COUNTY: Lane, Douglas, Josephine, and Jakcosn
NAME OF JOB: Judkins Point-California State Line	KIND OF WORK: Exit ramp signing revision	
CONTRACTOR: Coral Corporation	CONTRACT NUMBER: 7801 EHS -I-5-1(81)00 EHS-I-5-2(72)59	FEDERAL AID PROJECT NUMBER: EHS-I-5*3(91)121
DATE OF CONTRACT: August 7, 1972	DATE WORK STARTED: November 17, 1972	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 120	CALENDAR DAYS USED 121
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 101
PROJECT AUTHORIZATION: $ 47,776.56		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 43,603.93	ENGINEERING AUTHORIZATION $ 4,172.63	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 34,154.58	ENGINEERING COST TO DATE $ 4,750.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 78
ESTIMATED PERCENT: UNDERRUN 21.7%	PERCENT OF AUTHORIZATION 114 %	DATE PROJECT WAS COMPLETED: March 15, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 25	Clear			
MONDAY 26	Ptly. Cldy			
TUESDAY 27	Ptly.cldy. w/shr			
WEDNESDAY 28	Ptly. cldy			
THURSDAY 29	Cldy			
FRIDAY 30	" Cldy w/rain			
SATURDAY 31	"			

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APR 2 1973
CONSTRUCTION SECTION

Bond — Page — E
Jackmond — Glenn
Hardt — Berg
Johnsen
Walker

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	25	No activity by contractor all week.
MONDAY	26	
TUESDAY	27	
WEDNESDAY	28	
THURSDAY	29	
FRIDAY	30	
SATURDAY	31	

REMARKS

STATUS: All work complete. Semi-final estimate submitted March 30, 1973.
This will be the last weekly report.

Final inspection by J.X. Wilson, Reginn Construction Engineer, on March 26, and 30.

SIGNED Keith L. Martin LOCATION Grants Pass

Keith L. Martin

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7801

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 25, 1973

TO C. L. Green, Division Engineer
~~R.D. Assbury, Division Engineer~~
Federal Highway Administration

Federal-aid Project No. FHS-I-5-1(81)00

FROM L. H. Young
Office Engineer

R. D. ASSBURY

SUBJECT Request Change Order Approval

Contract 7801 State Force Order No. 1

Project Judkins Point - California State Line

Highway Pacific

Counties Lane, Douglas, Josephine & Jackson

The order covers State forces locating and repairing a break in the illumination wiring at M.P. 55. The wiring was severed by the contractor while augering a post hole as staked by State Forces.

It is in the public's interest for the State to perform this work because the State had man and equipment readily available and they could perform this work more economically.

This work conforms to the requirements of PPM 21-6.2 as required for Federal participation. The estimated total cost of the work to be done under this order is $320 with Federal participation of $288. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer retroactive to December 17, 1972.

Your approval as of December 17, 1972 is requested.

Attach.

JK:dgk

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JAN 19 19..
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7801

DATE January 18, 1973

TO C. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. FHS-I-5-1(81)00

FROM ORIGINAL SIGNED BY
R. D. ASSURRY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7801 State Force Order No. 1

Project Jaikins Point - California State Line

Highway Pacific

Counties Lane, Douglas, Josephine & Jackson

The order covers location and repair of a break in the illumination wiring at M.P. 55. The wiring was severed by the contractor while augering a post hole as staked by State Forces.

This work conforms to the requirements of PPM 21-6.2 as required for Federal participation. The estimated total cost of the work to be done under this order is $320 with Federal participation of $288. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer retroactive to December 17, 1972.

Your approval as of December 17, 1972 is requested.

Attach.

JK:dqk

RECEIVED

7801

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October 20, 1972

Mr. Glen Green
Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

This letter is to request your approval and participation in the added cost of utilizing the new high-intensity type Scotchlite on both the DO NOT ENTER and the WRONG WAY signs currently under contract in the following projects: copy

Judkins Point to California State Line - Contract No. 7801
Judkins Point to Washington State Line - Contract No. 7822

Recent night-time visual tests of this new material versus the normal type of Scotchlite reflective sheeting indicate that the new material is much superior in its light-reflecting characteristics and, therefore, has a greater possibility to capture the attention of a driver entering a ramp the wrong way during the hours of darkness. These particular types of signs are rather unique in the traffic control field in that they are not often needed but on those few occasions when they must convey their information to the driver, they are needed in an extremely critical manner. We should therefore use the best possible material available in their construction. The estimated additional cost for both contracts is $5,000.00.

We request your approval for the use of this type of sheeting in the existing contracts. It will be included as a standard on forth-coming projects on I-80N.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
L. E. George
Walter Hart

LEG:pb: ajw

RECEIVED
AUG 29 1972
FOR FILING

7801

August 29, 1972

Coral Corporation
135 East Hereford Street
Gladstone, Oregon 97027

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7801 for exit ramp signing revision on the Judkins Point-California State Line of the Pacific Highway in Lane, Douglas, Josephine & Jackson Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06105

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. H. Versteeg
Keith Martin

RECEIVED
AUG 24 1972
OREGON

file

PHONE 656-0601
135 EAST HEREFORD STREET

Coral Corporation

P. O. BOX 258
GLADSTONE, OREGON 97027

8-24-72
REFERRED TO Bridge Section
BY SECRETARY

Please reply air mail
copy in Const Standards F.E.

August 23, 1972

Mr. Floyd Query, Secretary
Oregon State Highway Commission
121 State Highway Building
Center & Capitol Streets
Salem, OR 97310

RE: OSHD Standard Drawing #26975 & #27046

Dear Mr. Query:

There is apparently some confusion concerning the bid item that the special end piece called for on drawing #16975 should be paid under.

We are writing you this letter to obtain the clarification in this matter. It is our opinion that payment for this special end piece is made under the bid item for 3-tube metal rail, however, on certain projects where we are subcontractor, we have been requested to furnish it under the pay item "Extra Guardrail Bridge Connection."

The elevation found in the upper left hand corner of drawing 26975 shows a dividing line between the guardrail and the three tube metal rail. The note on this dividing line indicates that everything on the bridge side plus the curved rail end tube is paid for under the bid item for three tube metal rail, and everything on the roadway side of the dividing line is guardrail. The extra payment for the guardrail bridge connection is for furnishing and installing the double thickness for guardrail and for extra posts and blocks at 3'1½" spacing next to the bridge.

Reference should also be made to standard drawing number 27046 which apparently supercedes drawing number 26975 in February of 1971. This drawing is for the same connection design, made by the same designer, and specifically states that payment for the special end piece is included in the three-tube metal rail bid item.

Thank you for your attention in this matter. An immediate reply to this would be greatly appreciated.

RECEIVED
AUG 24 1972
OREGON

Sincerely,

Robert D. [illegible]

7801 STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
8-67		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
3	8-22-72	Douglas & Lane
		PROJECT NO.
		EHS-I-5-3(91)121 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 4.3 mi. south of Roseburg north approx. 72.0 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-72	0.0
OTHER (Specify)		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 25,947	$ 23,941

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Johnson

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
Acting Division Engineer)

G. L. Green

Date executed by Division Engineer AUG 22 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid
Project No. EHS-I-5-3(91)121 Safety

SHADY INTERCHANGE-GOSHEN INTERCHANGE SECTION

OF THE PACIFIC HIGHWAY IN DOUGLAS & LANE COUNTIES

Salem, Oregon, August 15, 1972

Project Agreement Estimate.

Type Code Y002
Wrong Way Signs (M.P. 121 to M.P. 188.34)

Temporary Protection and Direction of Traffic	All Required (55%)		$ 1,265.00
Removal of Existing Signs	All Required (55%)		1,045.00
Painted Wood Sign Posts	All Required (56%)		8,448.72
Special Sign Brackets	33 only	16.50	544.50
Type "E" Signs in Place	1,944 sq.ft.	3.75	7,290.00
Moving Type "E" Signs	All Required (50%)		515.00
			$19,108.22
Flagging (60% of Contractor's Cost)	All Required (56%)		4,480.00
	Subtotal		$23,588.22
	10% Engr. & Cont.		2,358.78
	Total		$25,947.00

Length of Project - - - - - 0.0 mile

Federal Funds - - - - -

7801

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE: Oregon
8-66	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY: Douglas & Josephine
PROJECT REPORT NO.: 3	*(PPM 21-7)* 8-22-72	PROJECT NO.: FHS-I-5-2(72)59 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 N. Grants Pass Interch. N. 62.0 miles

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-72	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,154	$ 2,910

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. S. Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
Acting (Division Engineer)

G. L. Green

Date executed by Division Engineer AUG 22 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid
Project No. EHS-I-5-2(72)59 Safety

N. GRANTS PASS INTERCHANGE-SHADY INTERCHANGE SECTION

OF THE PACIFIC HIGHWAY IN DOUGLAS & JOSEPHINE COUNTIES

Salem, Oregon, August 15, 1972

Project Agreement Estimate.

Type Code Y002
Wrong Way Signs (M.P. 59 to M.P. 121)

Temporary Protection and Direction of Traffic	All Required (7%)		$ 161.00
Removal of Existing Signs	All Required (7%)		133.00
Painted Wood Sign Posts	All Required (7%)		1,056.09
Special Sign Brackets	3 only	16.50	49.50
Type "E" Signs in Place	223 sq.ft.	3.75	836.25
Moving Type "E" Signs	All Required (7%)		72.10
			$2,307.94
Flagging (60% of Contractor's Cost)	All Required (7%)		560.00
	Subtotal		$2,867.94
	10% Engr. & Cont.		286.06
	Total		$3,154.00

Length of Project - - - - - 0.0 mile

Federal Funds - - - - -

7804 STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
8-65		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Jackson and Josephine
	8 22 72	PROJECT NO.
		EHS-I-5-1(81)00 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 California State Line N. 59.0 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-72	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$16,797	$ 15,498

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
Acting
G. L. Green (Division Engineer)

Date executed by Division Engineer AUG 22 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

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4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

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8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

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13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid Project
No. EHS-I-5-1(81)00 Safety

CALIFORNIA STATE LINE - N. GRANTS PASS INTERCHANGE SECTION

OF THE PACIFIC HIGHWAY IN JACKSON & JOSEPHINE COUNTIES

Salem, Oregon, August 14, 1972

Project Agreement estimate

Type Code Y002
Wrong Way Signs (M. P. 0.0 to M. P. 59)

Temporary Protection and Direction of Traffic	All Required	(38%)*	$ 874.00
Removal of Existing Signs	All Required	(38%)	722.00
Painted Wood Sign Posts	All Required	(37%)	5,582.19
Special Sign Brackets	21 only	16.50	346.50
Type "E" Signs In Place	1,158 sq. ft.	3.75	4,342.50
Moving Type "E" Signs	All Required	(43%)	442.90
			$12,310.09
Flagging	All Required	(37%)	2,960.00
		Subtotal	$15,270.09
	10% Engr. & Cont.		1,526.91
		Total	$16,797.00

Length of Project - - - - - - - - - - - - 0.0 mile

Federal Funds - - - - - - - - - - - - -	$15,498.00
State Funds - - - - - - - - - - - - - -	1,299.00
Total	$16,797.00

State Funds for Const.: Chap. 175, Laws 1917; Cahp. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 615-1056
Group 1-37%
Contract No. 7801

RECEIVED
AUG 22 1972
FOR FILING

7801

August 22, 1972

Mr. John Hors, Regional Engineer
Federal Highway Administration
412 Mohawk Building
222 S. W. Morrison Street
Portland, Oregon 97204

Dear Mr. Hors:

Enclosed is one copy of the construction plans and specifications for the project listed below that has been awarded by the State Highway Commission on the Forest Highway System.

In order that you may keep your files up to date, it is our policy to send construction plans and specifications soon after each contract letting.

F.H. Route No.	Highway Name	Project	State Contract No.
15	Pacific	Judkins Point-Calif. State Line	7801

Bids for this project were opened July 27, 1972.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Enc.

GBC:dg

RECEIVED
AUG 15 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7801

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer DATE August 14, 1972
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Concurrence in Award**

Confirmation of your tentative concurrence as of August 4, 1972 is requested in the award of contract for the Judkins Point-California State Line Section, Project Nos. BHS-I-5-1(80)00, BHS-I-5-2(72)59 and BHS-I-5-3(91)121.

The contractor receiving the award is Coral Corp. in the amount of $33,726.25 with Contract No. 7801 assigned. This bid was received on July 28, 1972, and awarded August 7, 1972.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1 and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

In compliance with Par. 6b of PPM 21-6.3, we certify that all prospective bidders did acknowledge receipt of the addendums to the plans and proposal for this project before the bid opening date.

Federal Highway Administration endorsement.

Date _____
I concur in the award.

G. L. Green, Acting Division Engineer

VG:kds

RECEIVED
AUG 11 1972
FOR FILING

bc C. T[illegible]asey
Walt[illegible]rt
L. H. Young
Attn: Vince Gallagher
J. H. Versteeg
Keith Martin
William Geibel (SAIF)

7801

August 8, 1972

Corel Corporation
P. O. Box 258
Gladstone, Oregon 97027

Gentlemen:

The State Highway Commission on August 4, 1972, accepted your proposal on the Judkins Point-California State Line Section of the Pacific Highway in Lane, Douglas, Josephine and Jackson Counties for the sum of $33,726.25 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval was received and the Administrator of Highways August 7 awarded you the project, which has been assigned Contract No. 7801.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

MI

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

RECEIVED
JUL 12 1972
FOR FILING

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-10-72

FEDERAL AID PROJECT NO.
EHS-1-5-1(81)000
EHS-1-5-2(72)59
EHS-1-5-3(91)121
JUDKINS POINT-CALIF. STATE LINE

FROM:
G. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
LANE, DOUGLAS, JOSEPHINE & JACKSON

ITEM NO.
1-701;702 & 703

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:
7601

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

7-12-72
Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
JULY 5, 1972	JULY 5, 1972	INTERSTATE ROUTE 5 PACIFIC HIGHWAY ROUTE #1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $8,000.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [X] OTHER (Specify)
  CONTRACTOR;S FLAGGING $8000.00

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
MR. YOUNG'S JUNE 30, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-10-72		ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7802 Willamette R. (Albany) Br. Sec. of 1972
Albany-Corv. Hwy. in Albany.
(Roadside improvement)

7102 STATE COPY Coulter

OSHD (Coulter)
Wash DC (HHO-32)

8-20-74

U.S. DEPARTMENT OF TRANSPORTATION
FED. HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Linn-Benton	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
8/20/74	P. V. Riedl, Area Engineer		U-104(4)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
3/5/73	5/8/74	100 %	Specified Comp. Time 3/31/73
APPROVED EXTENSIONS	**LOCATION**		
	Willamette River (Albany) Bridge Section of the Albany-Corvallis Highway in Albany, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WILLAMETTE RIVER (ALBANY) BRIDGE SECTION
ALBANY-CORVALLIS HIGHWAY IN LINN & BENTON COUNTIES
Landscaping

The project work is located on the Willamette (Albany Bridge section of the Albany-Corvallis Highway) in the city of Albany and in Linn and Benton Counties. The work consisted of furnishing and planting trees, shrubs, vines and crown-vetch.

The project work was completed on March 5, 1973 with the establishment period starting at that time. This period was considered completed March 7, 1974.

Final contract cost was $33,486.29 which is a 6% underrun.

There was a 38.6% underrun of item 10 - furnishing and planting crown-vetch due to the planting areas being smaller than shown on the plans.

Information on the overruns and underruns are on file in the Division office.

RECEIVED
AUG 23 1974
Office of
Assistant State Highway Engineer

COPY SENT
AUG 22 1974
Washington

NOTED
H.S.COULTER

8-23-74 cy Kinney

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by P. V. RIEDL P. V. Riedl		SIGNATURE Original signed by G. K. Hossner G. K. Hossner Dist. Engineer	
TITLE Area Engineer	DATE 8/21/74	TITLE District Engineer	DATE AUG 22 1974

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

7802

May 13, 1974

United Pacific Insurance Co.
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On May 9, 1974, we wrote to you concerning release of final payment on Contract No. 7802 awarded to Aichele Landscaping, Inc., for roadside improvement on the Willamette River (Albany) Bridge Section of the Albany-Corvallis Highway in Linn and Benton Counties.

Final payment on this contract is $375 and the total contract amount is $33,842.11 including $480.82 for work performed under force account.

Very truly yours,

C. W. Reed
COMMISSION SECRETARY

fkn

cc Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, OR 97266

C. T. Keasey
Walt Hart
V. E. Shoog Attn: Dick Macek
C. O. Fredricksen

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on May 8, 1974, I accepted the following:

Contract No. 7802, Work Completed Mar. 5, 1973

Project Willamette River (Albany) Bridge

Highway Albany-Corvallis County Linn & Benton

Type of Work Roadside Improvement

Contractor Aichele Improvement

B Klabee

Administrator and
State Highway Engineer

7802

April 24, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. U-104(4)

SUBJECT Request Contract Acceptance

Contract 7802, Work Completed March 5, 1973

Project Willamette River (Albany) Bridge

Highway Albany-Corvallis

Counties Linn and Benton

Establishment Period Ended March 21, 1974

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date _____

Conditions not acceptable:

G. L. Green
Division Engineer

VG:js

cc: F. B. Klaboe
C. T. Keasey

7802

REGION 2 ENGINEER
RECEIVED
MAR 27 1974
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

City of Albany

Prefix 2-1076
Contract #7802.

March 25, 1974

Keats Oliver
Oregon State Highway Dept.
3400 S.E. Spicer Rd.
Albany, OR 97321

Dear Keats,

The City of Albany has inspected the landscaping at the Lyons Street Willamette River Bridge and finds it to be satisfactory. As per our conversation, I understand the State will apply a weed killer to get rid of the weeds and grass remaining in the landscaped area.

The last time we checked the maintenance agreement, I believe the City was to maintain the mini-park and the State was to maintain the side-slopes. However, I can't find a copy of the agreement to verify this. I've contacted the State about getting another copy of the agreement. The message got back to your office and I was contacted that you will chase it down. In the meantime I'll assume the State will maintain the side-slopes unless the agreement shows differently.

Please contact me when you uncover some information.

Sincerely,

Robert G. Jossis

Robert G. Jossis
City Engineer

kt

RECEIVED
MAR 26 1974
KEATS OLIVER
RES. ENGR.

Cc - Jerry Winier 3-26-74 Jerry: copy of agreement given to Jossi 3-25-74 - City is to maintain Keats

CC: County & City Construction Secretary

NOTED
C. W. HEAD

7802

STATE COPY

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 22, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project No. U-104(4)

SUBJECT Request Contract Acceptance

Contract 7802, Work Completed March 5, 1973

Project Willamette River (Albany) Bridge

Highway Albany-Corvallis

Counties Linn and Benton

Establishment Period Ended March 11, 1974

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 3-11-74

RECEIVED
MAR 29 1974
Office of
Assistant State Highway Engineer
3-29-74

for G. L. Green
Division Engineer

RECEIVED
STATE HWY ENGR
MAR 28 74
REFER TO
FOR
Info | Prives | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

7802 S

FORM E-1 (REV 10-62)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Willamette River (Albany) Bridge		WEEK ENDING: March 9, 1974
		SECTION PREFIX: 2-1076
HIGHWAY: Albany-Corvallis		COUNTY: Linn & Benton
NAME OF JOB: Willamette River (Albany) Bridge	KIND OF WORK: roadside improvement	
CONTRACTOR: Aichele Landscaping, Inc.	CONTRACT NUMBER: 7802	FEDERAL AID PROJECT NUMBER: U-104(4)
DATE OF CONTRACT: 8/7/72	DATE WORK STARTED: 9/14/72	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $41,024.17	SPECIFIED COMPLETION DATE: March 31, 1973	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $37,441.27	ENGINEERING AUTHORIZATION: $3,582.90	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $33,840	ENGINEERING COST TO DATE: $3,640	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91
ESTIMATED PERCENT: OVERRUN / UNDERRUN: - 10 %	this week: 45 PERCENT OF AUTHORIZATION: 101 %	DATE PROJECT WAS COMPLETED: March 5, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY March 4	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final inspection was held Thursday by G W Wimer, Region Const. Engr.; Paul Riedl, F H W A; Keats Oliver, Res. Engr.; Phil Stearns, Ass't. Dist. Engr.; Roy Olson, Landscape Engineer; Wanford Page, Albany Landscape Foreman; Ben Fox, Contractor.

Semi-final estimate was submitted in Aug. 1973.

Post Semi-final estimate will be submitted next week.

PROJECT COMPLETED

FINAL REPORT

By Don Goodrich

SIGNED Keats Oliver, Res. Engr. LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7802 STATE COPY 5

OSHD (Coulter)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT

(PPM 20-8.1)

3-7-74

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Linn-Benton	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
3/7/74	P. V. Riedl, Area Engineer	U-104(4)

IN COMPANY WITH
See below

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	100 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

WILLAMETTE RIVER (ALBANY) BRIDGE SECTION
Albany-Corvallis Highway in Linn and Benton Counties
Landscaping

A final inspection was made on March 7, 1974 with the folloving people in attendance

COPY SENT
APR 04 1974
REGIONAL OFFICE

G. W. Wimer, Region Construction Engineer
Keats Oliver, Resident Engineer
Phil Stearns, Assistant District Engineer
Roy Olson, Landscape Engineer
Wanford Page, Albany Landscape Foreman
Ben Fox, Contractor

The project work was completed in March of 1973 and waited on the establishment period. The completion of the establishment period is considered as of March 7, 1974

The materials incorporated into the project are in substantial conformance with the specifications.

The contract was set up on a specified completion date of March 31, 1973. Work was completed on March 5, 1973 and then went on the establishment period.

The final report will be submitted upon receipt of the necessary supporting documents.

RECEIVED
APR 5 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER
4-5-74
by Kennedy

FORM PR-338
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

7802

Richie Landscaping INC.
11366 SE Stevens Rd.
Portland, Oregon 97266 phone 654-3816

	Contract #	1 Payments To date	2 Payments in process	3 Amt to Complete	4 Orig bid Amt.
2	7829	13[illegible]496	[illegible]	525 582 04	341 596 00
4	7802	15[illegible]4931	—	175 796 6	35 623 97
6	7796	35 183 91	—	683 400	103 500 00
8	7789	81 593 54	10 395 71	552 575	97 515 00
10	7734	63 753 55	—	115 514 5	75 110 00

complete file
#7789

STATE COPY

7802

FORM PR-33A
(REV. 3-68) OSHD (Johnson)
Region
Wash DC

1-9-73

INITIAL INSPECTION REPORT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

(Check appropriate box) [X] Contact [ ] Project Stage * [ ] Statewide Inspection-in-Depth ch

Region No.	Report No.	County	Division
10	1	Linn & Benton	Oregon

Date of Inspection	Inspection Made By	Project No.
1-9-73	P. V. Riedl, Area Engineer	U-104(4)

In Company With
Keats Oliver, Resident Engineer

Location
Willamette River (Albany) Bridge Section of the Albany-Corvallis Highway in Albany,,Oregon

Contractor Name and Address
Aichele Landscaping, Inc., 11360 SE Stevens Road, Portland OR 97266

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
8-7-72	$35,628.97	3-31-73 Comp date	N/A	9-14-72

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	67 %	5

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)	TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Landscaping	1/003	-						

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

FEB 13 1973

REGIONAL OFFICE

WILLAMETTE RIVER (ALBANY) BRIDGE SECTION
ALBANY-CORVALLIS HIGHWAY IN LINN & BENTON COUNTIES
Landscaping

The project work is located on the Willamette (Albany Bridge Section of the Albany-Corvallis Highway) in the City of Albany and in Linn and Benton Counties. The work consists of the furnishing and planting of trees, shrubs, vines and crown veg. Also the construction of an automatic irrigation system.

1. Work Completed

The contractor has worked on preparing the beds in preparation for the planting of trees, shrubs and vines. Also some work has been performed on the ditch excavation for placing the irrigation pipe.

2. Work in Progress

There was no work in progress at the time of this inspection.

(more)

RECEIVED
STATE HWY ENGR
FEB 14 73
REFER TO
FOR

Orig - 2-14-73

REPLACES PR 33A(1) REV. 5 64, WHICH WILL NOT BE USED.

3. Comments

The contractor moved onto the project in September and placed his signs then moved from the project and no work was performed until the 2nd of January. This work consisted of the tilling of the plant bed areas in preparation of planting the trees, shrubs, vines and crown veg. The time elapsed percentage considerably exceeds the work completed percentage; however, with the amount and type of work listed under the contract the contractor feels he can complete this work by the completion date set forth in the contract, i.e., March 31, 1973. Therefore, the progress of work is still considered as satisfactory.

An extra work order has been approved covering the flagging cost of the project for $100.

RECEIVED
SEP 8 1972

7802

September 5, 1972

Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7802 for roadside improvement on the Willamette River (Albany) Bridge Section of the Albany-Corvallis Highway in Linn and Benton Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Ins. Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
Roy Olson
J. B. Boyd
Keats Oliver

7802...

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
8-64		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Benton & Linn
	8-22-72	PROJECT NO.
		U-104(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 20 from Blossom Lane (0.25 mi. W. of Albany City Limits) to 1st & Lyons St. in Albany

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-5-72	0.0
OTHER *(Specify)*		

FUNDS — Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 39,211	$ 24,922

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Dunty

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
Acting Division Engineer)

G. L. Green

Date executed by Division Engineer AUG 22 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid
Project No. U-104(4)

WILLAMETTE RIVER (ALBANY) BRIDGE SECTION

ALBANY-CORVALLIS HIGHWAY IN LINN & BENTON COUNTIES

Salem, Oregon, August 15, 1972

Project Agreement Estimate.

Type Code Y003
Landscaping (Sta. 66+00 to Sta. 101+54.04)

Temporary Protection and Direction of Traffic	All Required		$ 500.00
Furnishing and Placing Topsoil	50 cu.yd.	5.90	295.00
Special Catch Inlet	1 only	200.00	200.00
4-inch Concrete Drain Pipe	180 lin.ft.	1.50	270.00
3/4-inch Electrical Conduit	140 lin.ft.	1.90	266.00
1 1/2-inch Electrical Conduit	220 lin.ft.	3.45	759.00
Furnishing and Planting Trees	100 only	25.00	2,500.00
Furnishing and Planting Shrubs	470 only	5.00	2,350.00
Furnishing and Planting Vines	35 only	2.00	70.00
Furnishing and Planting Crownvetch	27,000 only	0.42	11,340.00
Bark Mulch	220 unit	30.00	6,600.00
Irrigation System	All Required		10,478.97
			$35,628.97
Flagging (60% of Contractor's Cost)	All Required		$ 100.00
Temporary Erosion Control	All Required		100.00
			$ 200.00
	Subtotal		$35,828.97
	10% Engr. & Cont.		3,582.03
	Total		$39,211.00

Length of Project - - - - - 0.00 mile

Federal Funds - - - - -

RECEIVED
AUG 14 1972
FOR FILING

7802

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE August 14, 1972

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Concurrence in Award**

Confirmation of your tentative concurrence as of August 4, 1972, is requested in the award of contract for the Willamette River (Albany) Bridge Section, Project No. U-104(4).

The contractor receiving the award is Aichele Landscaping, Inc., in the amount of $35,628.97, with Contract No. 7802 assigned. This bid was received on July 28, 1972 and awarded on August 7, 1972.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement

Date _____
I concur in the award.

G. L. Green, Acting Division Engineer

VG:kds

RECEIVED
[illegible] 1972
FOR FILING

7802

bc C. T. [illegible]sey
Walt [illegible]
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
Keats Oliver
Roy Olson
William Geibel (SAIF)

August 8, 1972

Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

Gentlemen:

The State Highway Commission on August 4, 1972, accepted your proposal on the Willamette River Bridge Section in Albany of the Albany-Corvallis Highway in Linn and Benton Counties for the sum of $35,628.97 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval was received and the Administrator of Highways August 7 awarded you the project, which has been assigned Contract No. 7802.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

RECEIVED
JUL 12 1972

LETTER OF APPRO[illegible] AND/OR AUTHORIZATION

7 10 72

FEDERAL AID PROJECT NO.
U-104(4)

ATE PROJECT NO.

WILLAMETTE RIVER BRIDGE (ALBANY) SECTION

FROM:
FOR FILING
G. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
LINN & BENTON

ITEM NO.
U-164

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:
750

MR. G. M. BALDWIN
ADMINISTRATOP OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

7-12-72

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JULY 5, 1972	JULY 5, 1972	PRIMARY ROUTE #10
		STATE ROUTE NUMBER: ALBANY-CORVALLIS HIGHWAY ROUTE #31

GENERAL LOCATION:
CITY OF ALBANY

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $100.00 AND TEMPORARY EROSION CONTROL IN AMOUNT OF $100.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify)
  CONTRACTOR'S FLAGGING $100.00
  TEMPORARY EROSION CONTROL $100.00
- [ ] ACQUISITION OF RIGHT-OF-WAY -
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
MR. YOUNG'S JUNE 30, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-10-72	[signature]	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

OREGON STATE
HIGHWAY DIVISION

7802

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 30, 1972

TO
G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT
P.S. & E. Authorization Request

Complete P.S. & E. documents have been submitted to your department for the following Federal-aid Project and, accordingly, we are requesting your authorization to advertise for bids to be received on July 27 and 28, 1972.

FHS-I-5-5(59)28	Norwood Rd. U'xing-Stafford Rd. Int. Sec.
FHS-I-5-1(81)60	Calif. Line-N. Grants Pass Int. Sec.
FHS-I-5-2(72)59	N. Grants Pass Int.-Shady Int. Sec.
FHS-I-5-3(91)121	Shady Int.-Cooban Int. Sec.
I-80N-7(39)295	Baker Valley Safety Rest Area
I-80N-7(40)335	Weatherby Safety Rest Area
FHS-I-5-6(75)299	S.W. Corbett Ave. U'xing Sec.
U-104(4)	Willamette River Bridge (Albany) Sec.
FHS-P-142(9)	Wells Creek-Jack Creek (Passing Bays) Sec.
P-166(3)	Park Street-Pacific Hwy. (Ashland) Sec.
FHS-T-5001(2)	S. Pacific Blvd.-Ferry St. (Albany) Sec.
FHS-T-5004(3)	4th St.-Wash. Ave. (Baker) Sec.

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 7i of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with paragraph 7k of PPM 21-12, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing. This statement is supported by the attached right-of-way status report.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by the attached utility-railroad status report.

DAR:bb

Attach.

TRANSACTION NUMBER 6-25

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-13-72

BY (Signature): MR. YOUNG'S JUNE 5, 1972 LETTER

TITLE: PROGRAMMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 164 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
164	U-104(4)	0.0	43,000	27,300	WILLAMETTE RIVER BRIDGE (ALBANY SECTION)	LANDSCAPING

REMARKS (Division)

RECEIVED JUN 15 1972 FOR FILING

6-15-72

Jong

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		6-13-72	ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
JUN 7 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7802

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 5, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Program Data Submission**

We are submitting program data for one Federal-aid Urban Project, Item No. 164, Project U-104(4), "Willamette River Bridge (Albany) Section", which we desire to have included in the Federal-aid Urban Highway Program.

It is our present intention to receive bids for this project on July 27, 1972.

The work under this project is one of the steps toward accomplishing the construction of the highway facility, based on the fact that it is the scenic enhancement portion of the work necessary to complete this section of roadway and, as such, was included in the overall design concept of Project U-104(3), which received design approval August 18, 1969. Therefore, the requirements of IM 50-1-70 and PPM 20-8 were complied with under said Project U-104(3).

An environmental statement is not required, under the provisions of PPM 90-1, as design approval of the total project is considered granted prior to January 1, 1970.

JG:bb
Enclosures

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

June 5, 1972

FEDERAL-AID PR (PPM

CARD	REPORT NUMBER (19)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65		PRESENT	FUTURE (66)	YEAR (70)–(71)
CARD 2	1	US 20 0.25 Mi. W. of Albany, E. 0.86 Mi.	ADT	7,900	17,800	92

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH (74)
CARD 3	Landscaping							

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD	Urban	

NAME OF URBAN AREA (17-31)	ROUTE NO. P	FEDERAL-AID
Albany	10	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED PROJECT CO: TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (67)
1	(14-15)	(16)	41	42						
5					PE		US 20 from Blossom Lane (0.25 mi. west of Albany city limits) to First and Lyons St. in Albany			
5					ROW		"Willamette River Br. (Albany) Section"			
5					CONST (CODE) Y003			0.0	43,000	27,300
							PROJECT TOTALS	0.0	43,000	27,300

CARD	CODE	PREPARED BY	PROJECT TOTALS
1	1		
1	14	PROGRAM APPROVAL DATES	

(16) (23) (24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

June 5, 1972

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
0.86 Mi.	ADT	7,900	17,800	92	10	Oregon	35	032	164

UTE	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
						U-	104	(4)		

COUNTY NAME: Benton and Linn — CODE: 003

ROUTE NO. p — FEDERAL-AID: 10 — STATE: 31 — U.S.: 20

PROGRAM STAGE: [ ] 1 OR [X] 2

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
m est imits) ns St. Br.						Landscaping consisting of furnishing & placing topsoil, furnishing and planting trees, shrubs, vines & crownvetch, installation of irrigation systems & incidental work common to this type of project.
	0.0	43,000	27,300	15,700		ROW-200' min.; Access control-part.; Parking restrictions-none.
OJECT OTALS	0.0	43,000	27,300	15,700		

REMARKS

Additional Data: Item 158, Project U-104(3).

-OVER-

USCOMM DUSCOMM-DC 48905-P61

WILLAMETTE RIVER BRIDGE (ALBANY) SECTION

PROJECT NO. U-104(4)

REMARKS - continued

Information for PR 37-B: ROW-1; ROW-F; Sanitary Facilities-N.

Project Data: This project consists of furnishing and placing topsoil, furnishing and planting trees, shrubs, vines and crownvetch, installation of automatic irrigation systems, and incidental work (e.g., minor drainage structures, mulching, etc.) common to this type of project.

Clearinghouse Reviews, Public Hearings and Design Approvals: The work under this project is one of the steps toward accomplishing the construction of the highway facility, based on the fact that it is the scenic enhancement portion of the work necessary to complete this section of roadway and as such was included in the overall design concept of Project U-104(3), which received design approval August 18, 1969. Therefore, the requirements of IM 50-1-70 and PPM 20-8 were complied with under said Project U-104(3).

Environmental Statement: Not required under the provisions of PPM 90-1, as design approval of the total project is considered granted prior to January 1, 1970.

RECEIVED
APR 21 1972
FOR FILING
7802

DATE April 20,1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Finance Approval**

The Willamette River (Albany) Bridge Section on the Albany-Corvallis Highway, Linn and Benton Counties, is completed and ready for landscaping and roadside improvement. The proposed work involves bank-planting of trees, shrubs and ground cover, with an irrigation system installed in the downtown plaza area. The city of Albany will supply water and maintain plantings. A future mini-park, to be constructed by the city of Albany, is not a part of this project. I recommend this roadside improvement as a federal-aid project at a total estimated cost of $43,000 and request your authorization to proceed with its advertising at the July 27, 1972 letting.

This matter will be on the agenda for your consideration at the May 16 meeting.

BLG:dg cg

bc: Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
L. H. Young
F. L. Hall
V. E. Skoog
H. S. Cox
Gary Ross
Gary Sund

7803 Champoeg St. Park north of Salem on easterly bank of Willamette R. (Grad., pav., & struct.) 1972

7803

Cascade Construction Company

General Contractors • Modern Pavements
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

November 21, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. C. W. Head
Manager Administrative Services

Gentlemen:

This is a follow-up of my letter of August 13, 1973 re $778.00 due from Lewis Construction Company for work he performed at Champoeg State Park (contract No. 7803). Neither Pacific Sand and Gravel Company nor their surety have contacted Cascade in any manner to settle this long past due billing. If we do not hear from Pacific by November 30, 1973 I will instruct our attorney to take whatever legal steps required to collect these funds.

Very truly yours,

CASCADE CONSTRUCTION CO., INC.

Jon E. Morris
Vice President

JEM/jle

cc: Pacific Sand & Gravel Co. - Salem, OR
Great American Insurance Co. - Seattle, WA
Wood, Wood, Tatum, Mosser & Brooke,
Attn: Mr. John G. Holden - Portland, OR

Claim Filed with Sec. of State
4-16-73 — #4783

RECEIVED
NOV 23 1973
HIGHWAY
ADMINISTRATIVE SERVICES

Equal Opportunity Employer

7803 -

November 8, 1973

Wells-Reed-Wood-West Co.
415 Morgan Building
Portland, Oregon 97205

Gentlemen:

A post final payment for $2,400 will be made to Pacific Sand and Gravel Company on Contract No. 7803 for work in Champoeg State Park in Marion County as soon as the warrant is prepared.

The total amount paid on this contract will be $113,629.75 including the post final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

FN:db

cc: Great American Insurance Company
2030 - 9th Avenue
Seattle, Washington 98121

Pacific Sand & Gravel Company
P. O. Box 7078
Salem, Oregon 97303

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
C. O. Fredrickson

7803

October 30, 1973

[illegible]
415 Morgan Building
Portland, Oregon 97205

Gentlemen:

On October 23, 1973, we wrote to you concerning release of final payment on Contract No. 7803 awarded to Pacific Sand & Gravel Co. for work in Champoeg State Park in Marion County.

Final payment on this contract is $6,046.10 and the total contract amount is $111,229.75. No work was performed under force account.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

by
R. H. Graham, Assistant Manager

kd

cc Pacific Sand & Gravel Co.
P. O. Box 7078
Salem, Oregon 97303

Great American Insurance Co.
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

bc C. T. Keaney
Walt Hart
V. E. Skoog
Attn: Dick Hacek
C. O. Fredrickson

7803

October 29, 1973

Pacific Sand and Gravel Company
P. O. Box 7070
Salem, Oregon 97303

Gentlemen:

We have reviewed your request for a time extension of 36 calendar days on Contract No. 7803 for work on the Champoeg State Park Bikeway in Marion County.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, a 24-day extension is granted which will reduce the time liquidated damages on this project. This extension is based on allowing all the time charged after July 10, 1973, and three days for Price Agreements No. 4 and No. 12.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

A. E. Johnson
Acting State Highway Engineer

bc: Cecil Head
F. B. Klaboe
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
K. D. Wolfe
V. L. Gallagher

JAB:fw cm

7803

bc: Cecil Head
George M. Ba...n
F. B. Klaboe
H. S. Coulter
C. T. Keasey
C. O. Fredrickson
V. E. Skoog
V. L. Gallagher
Gary Sund
R. E. Whipps

October 29, 1973

TO Oregon Transportation Commission

FROM A. E. Johnson
Acting State Highway Engineer

SUBJECT Request for Time Extension
Champoeg State Park Bikeway
Contract No. 7803

Pacific Sand and Gravel, contractor for this bikeway project, has requested an additional 36 calendar days in which to complete the contract work on this project. This contract was awarded August 4, 1972, and allowed 250 calendar days to complete the work. The project was completed July 31, 1973, with 286 calendar days charged or an overrun of 36 calendar days after allowing for a two-month winter stop work order. Liquidated damages accrue at the rate of $100 per day. The contractor cites delays due to excessively moist soil conditions, a large number of change orders, and a labor dispute as the basis for this request.

The original contract work was virtually complete on July 10, 1973. Time charged after this date was for extra work and late changes. The 21 days charged after July 10 are justified for extension. Price Agreement No. 4 required treatment of rough lumber with preservative and delayed the project approximately two days prior to July 10. Price Agreement No. 12 provided for additional handrail and required approximately one day prior to July 10. The other reasons were not found valid for justifying additional time.

I have therefore granted a 24-day extension of time on this project. This will leave 12 days and $1,200 liquidated damages in effect. This was a State project.

This matter will be on the agenda for your concurrence at the November 21 meeting.

JAB:fw cm

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7803 Contractor Pacific Sand & Gravel, Co.

Highway Bikeway

Section Champoeg State Park Bikeway

Kind of Work Grading, Paving & Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 21-day extension allowing all the time charged after July 10, 1973, which was for added extra work, plus 3 days for Price Agreements No. 4 and 12.

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No.	7803
Project designation	State (State-Federal)
Date awarded	August 4, 1972
Work started	August 21, 1972
Per cent completed	July 31, 1973 (Date) 100%
No. of Workdays Allowed	250
No. of Workdays Used	286
No. of Added Workdays Requested	

E—820 (Rev.)—3M—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Sept. 25, 19 73

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 250 days to 286 days, within which to complete our Contract No. 7803, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter of July 24, 1973

Respectfully submitted,

Pacific Sand & Gravel Co.
Contractor

By John R. Layton V.P.

CONSENT OF SURETY

Date SEPTEMBER 26, 19 73

We, GREAT AMERICAN INSURANCE COMPANY, A Corporation of New York,

New York, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY:
FRED C. REED Attorney-in-fact
COUNTERSIGNED: WELLS-REED-WOOD-WEST Co.
BY:
Resident A

(SEAL)

FORM E-80 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 23, 1973

RECEIVED
OCT 24 1973
Office of
Assistant State Highway Engineer

SUBJECT: Time Extension Request
Champoeg State Park Bikeway
Contract No. 7803

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

Pacific Sand and Gravel, contractor for this bikeway project, has requested an additional 36 calendar days in which to complete the contract work without the assessment of liquidated damages. The contractor cites delays due to excessively moist soil conditions, large numbers of change orders, and a labor dispute. This contract was awarded August 4, 1972 and allotted 250 calendar days to complete the work, which forecast a completion date of April 27, 1973. The work was completed July 31, 1973 with 286 calendar days charged, an overrun of 36 calendar days after allowing for a 59-day ordered partial suspension of work in January and February. (Bridge work was excluded.)

The grading work on this project was performed on an equipment rental basis and that portion of the grading work that was performed during the spring of 1973 was slowed by moisture problems. However, very little effort was made by the contractor during the fall of 1972 toward taking advantage of existing good weather and dry ground conditions. This was despite letters to the prime contractor urging that an effort be made to pursue the work.

Clearing and grubbing was nearly completed by mid-November, 1972 and the area from the west end to the Ryan Creek bridge was rocked and paved by that time. This was the flat, pretty much open part of the project. The difficult area for both clearing and grading was from Ryan Creek to the east end of the project which was covered with timber and brush. The subcontractor elected to leave this area until last, and as a result, did not get it ready for grading and surfacing prior to the winter rains. He passed up much of the best weather during the 1972 fall at a time when the soil was dry and could have been graded without the moisture problems. The clearing and grubbing was shut down in mid-November of 1972 due to the winter rains and a grading stop work order was later issued for the months of January and February, 1973.

The amount of work to be paid by hourly rate was originally estimated at $10,337.59 or 9.0% of the contract. In addition to the original bid items, payment was made under seven price agreements that were written to provide different size or type equipment at different rates. Payment was made by these items for extra work and miscellaneous cleanup occurring after July 10, 1973 and this time will be accounted for separately. A tabulation of the time required segregating payments for added mulching work and minor clean-up after July 10, 1973 is as follows:

Item No.	Item	Est. Hours	Actual Hours	Hours After 7-10-73	Net Hours Orig. Project	O'run or Under-run
2 (Plus PA's 1 & 8)	Motor Grader	55	189-1/2	-31-1/2	156	+ 187%
3	Tractor with Dozer	55	0	0	0	- 100%
4 (Plus PA's 2, 6, 7 &10)	Front End Loader	45	100	-11	89	+ 98%
5 (Plus PA 11)	Dump Truck	155	78	22	56	- 64%
6	Pneumatic Tire Roller	45	118	- 0	118	+ 162%
7	Backhoe	10	5	- 0	5	- 50%
8	Laborers	55	175	-75	100	+ 82%

The extra time required for aerating and rolling the saturated subgrade due to delaying this work until spring is at least part of the reason for the overrun of Items 2 and 6 (Motor Grader and Pneumatic Tire Roller). Part of the reason for the overrun of Item 4, Front End Loader, is the fact that no tractor with dozer was furnished under Item 3 and the front end loaders furnished were smaller than the size specified by bid item. The combined totals for Items 3 and 4 show an underrun of 11%.

The additional time required due to moist soil conditions was a result of the contractor and his subcontractor to actively pursue the work during the fall of 1972. The State suffered additional expense for aeration and rolling due to this delay as the grading work was paid on an equipment rental basis. The original rental work package cost $13,507 or 11.8% of the contract. Our point here is that the rental part of this project is minor.

The contractor claims delays due to excessive change orders, but seven of these change orders were written to allow the contractor to substitute equipment that was of a different size than had been specified. One change order was written to allow the contractor, at his request, to substitute a different grade of lumber than had been specified and another was written to document a change in the specifications regarding a contractor-provided weigh scale. There was no delay to the project due to labor disputes as claimed by the contractor. A time chart is attached.

Only the remaining three change orders involved added work (P.A. Nos. 4 and 12) discussed below:

P.A. No. 4 required the treatment of rough lumber with preservative and delayed the project approximately two days before July 10. Price Agreement No. 9 required the furnishing of bark mulch. The placing of this mulch was paid by hourly rate and commenced July 11, 1973.

Price Agreement No. 12 provided for additional handrail and required approximately one day prior to July 10. Revised alignment work that was paid by bid item was performed on July 16, 1973. There is good basis to forgive all the time charged after July 10 as recommended by the Resident Engineer, or 21 days, plus three days for Price Agreements 4 and 12 prior to July 10 or a total of 24 days extension. It should be noted that the contract work overran only 0.06 of one percent (excluding the liquidated damages). The engineering, however, has overrun by $5,212.07 (50.3%) as of July 31, 1973 with an additional four or five hundred dollars of engineering anticipated. The State incurred additional expense as noted previously, due to the contractor delaying the grading work until the spring of 1973 and the public was unable to have the use of the facility during the late spring and early summer months.

We therefore recommend a 24-calendar-day extension of time and assessment of liquidated damages for the remaining 12 days at $100 per day for a total of $1,200. This was a State project. Rough draft letters to the Transportation Commission and the contractor are attached.

WBR/JAB:fw
Enc.
cc V. L. Gallagher

Pacific SAND & GRAVEL CO.
P.O. BOX 7078 • SALEM, OREGON 97303 • PHONE 393-4090

July 24, 1973

Mr. Ken Wolfe, Resident Engineer
Oregon State Highway Department
P. O. Box 30
Salem, Oregon 97310

Re: Champoeg State Park
OSHD Contract #7803

Dear Mr. Wolfe:

This is to inform you that we are requesting an extension of time on this project as per Subsection 108.08 of the Standard Specifications for the Oregon State Highway Department. The long history of this project and the correspondence involved from almost the very beginning between our office and yours indicating our concern about the calendar day time as set up in the original contract, there is no need to review at this time those individual letters. It is our desire that due to the following items we do request an extension of time to allow for a completion date of July 13, 1973:

1. The nature of the native materials and the fact that a great portion of the grading after the heavy rain falls that we experienced early in the year did not receive any drying process from the sun or the wind due to the foliage in the area.

2. The extraordinary amount of change orders involved in this project and the necessary time involved in processing these change orders has added days to this project.

3. Our subcontractor, Ross Bros. Construction Co., performed a part of their work while being involved in a labor dispute. This meant that they were using supervisory personnel and the productivity would, in all fairness to them, be less than 50% of what it could have been without this labor dispute. Since full productivity was impossible and numerous delays were encountered beyond the control of the subcontractor, we feel that the time during the labor dispute should not be charged against the contract time.

Your early attention to this matter is necessary.

RECEIVED
JUL 27 1973
RESIDENT ENGR.
K. D. WOLFE

Very truly yours,

PACIFIC SAND & GRAVEL CO.

J. D. Rinker

JDR:cm

7803

October 22, 1973

TO Oregon Transportation Commission

FROM
A. E. Johnson
Acting State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7803, Work Completed July 31, 1973

Project Champoeg State Park

Highway Bikeway, County Marion

Type of Work Grading, Paving and Structure

Contractor Pacific Sand and Gravel Co.

Recommended Acceptance Date October 19, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 25, 1973 for your formal concurrence.

VG:js

cc: C. W. Head
F. B. Klaboe
H. S. Coulter
L. H. Young
C. T. Keasey
M. J. Hart

-7803

FORM E-1 (REV. 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Champoeg State Park		WEEK ENDING: August 18, 1973
		SECTION PREFIX: 824-3338
HIGHWAY: Bikeway		COUNTY: Marion
NAME OF JOB: Champoeg State Park Bikeway	KIND OF WORK: Grading, paving and structure	
CONTRACTOR: Pacific Sand & Gravel, Co.	CONTRACT NUMBER: 7803	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 4, 1972	DATE WORK STARTED: August 21, 1972	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 250	CALENDAR DAYS USED 286
PROJECT AUTHORIZATION: $ 130,352.67	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 114
EXCLUSIVE OF ENGINEERING: $ 120,208.96	ENGINEERING AUTHORIZATION $ 10,352.93	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 114
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 111,807.78	ENGINEERING COST TO DATE $ 15,565.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION 150 %	DATE PROJECT WAS COMPLETED: July 31, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.96	2.96			2.96
MILES PARTIALLY COMPLETED	2.96	2.96			2.96
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	Equip. Rental	3400 CY			15,000 SY
TOTAL QUANTITIES CORRECTED TO DATE		2900			13,892
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	2900			13,892
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12	Fair			
MONDAY 13	Fair			
TUESDAY 14	Fair			
WEDNESDAY 15	Fair			
THURSDAY 16	Fair			
FRIDAY 17	Fair			
SATURDAY 18	?			

RECEIVED
AUG 20 1973
CONSTRUCTION
Walker

DEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final to be submitted by August 20th.

THIS IS THE FINAL REPORT

SIGNED K.D. Wolfe LOCATION Salem

K.D. Wolfe

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7803

August 14, 1973

Cascade Construction Company
P. O. Box 4267
Portland, Oregon 97208

Gentlemen:

This is to acknowledge your letter of August 13, 1973, requesting the current status of Contract No. 7803. The contract was completed on July 31, 1973, has not as yet been accepted by the Highway Division.

Your claim against this contract was filed with the Secretary of State on April 16, 1973, File No. 4783.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

RMG:td

NOTED ON CARD
8-14-73 J.D.

Cascade Construction Company

General Contractors • Modern Pavements

P.O. Box 4267, Portland, Oregon 97208

PHONE: 222-6421

August 13, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: R. M. Graham, Asst. Secretary
Oregon State Highway Commission

Gentlemen:

As of this date Cascade has not received acknowledgment from either Pacific Sand and Gravel Company or their surety (Great American Insurance Company) re our claim for $778 on Contract No. 7803 for work in Champoeg State Park in Marion County.

Would you inform me as to the current status of this contract, for payment is long past due.

Yours very truly,

CASCADE CONSTRUCTION CO., INC.

Jon E. Morris

Jon E. Morris
Vice President

JEM/jle

cc: Pacific Sand and Gravel Co. - Salem, OR
Great American Insurance Co. - Seattle, WA

RECEIVED
AUG 14 1973
HIGHWAY
ADMINISTRATIVE SERVICES

Equal Opportunity Employer

7803

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 8, 1973

TO Oregon ~~XXXXXXXXXX~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Project Authorization**
Champoeg Park Bikeway
Contract No. 7803

An overrun of the original $130,651.89 project authorization on this project is expected. The present estimated cost of the work is $140,285.00, indicating an overrun of $9,723.11 or 7.4 percent. Pacific Sand and Gravel Company of Salem is the contractor and the project was completed on July 31, 1973.

The grading work was performed on an hourly rental basis and this phase of the work took more hours than estimated. The more recent decision to put bark mulch on slopes and shoulders of bikeways adds about $5,000 to the cost of the project. The contract time count started August 21, 1972, so the project could not be completed in the work season remaining last fall. It carried over into this year which, along with the low money volume of this type work, tends to cost more for engineering.

I recommend that the project authorization be increased by $9,723.11 to a new total of $140,285.00. This is a State project.

This matter will be on the agenda for your consideration at the August 14 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher
Gary Sund
Bob Whipps

JAB:fw dpy

FORM E-20 (REV. 10-69)

OK
HSC

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1973

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Request for Authorization
Champoeg Park Bikeway
Contract No. 7803

FROM: John A. Bond
Construction Administration Engineer

This project was just completed July 31 and it is now apparent that a small excessive overrun will occur. We are allowed up to five percent tolerance on this size project, but the expected overrun is now 7.4 percent or $9,723.11.

The grading work was performed on an hourly rental basis and as has happened on several other bikeway projects, this phase of the work took more hours than estimated. The more recent decision to put bark mulch on slopes and shoulders of bikeways adds about $5,000 to the cost of this project.

The time count started August 21, 1972 so the project could not be completed in the work season remaining last fall. It carried over into this year with a stop work order which aggravated the engineering cost and, as we have cited on some other bikeway projects, the nature of the work requires a higher engineering percentage.

We request that the authorization be increased to a new total of $140,285.00. Rough draft letter to the Transportation Commission is attached.

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
AUG 3 1973
Office of
Assistant State Highway Engineer

7803

5

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Champoeg State Park Date July 11, 1973

Highway Bikeway Contract No. 7803

County Marion Kind of Work Grading, paving, structure Contractor Pacific Sand & Gravel, Co.

	Authorized	Estimated	
Contract Amount	$ 114,632.50	$ 112,236.00	- 2396.50
Anticipated Items	400.00	0.00	
Contingency (4½%)	5,176.46	12,049.00	
Engineering	10,352.93	16,000.00	
Credits	0.00	0.00	
PROJECT COST	$ 130,561.89	140,285.00	
	NET INCREASE $	9,723.11	OR 7.4 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)

Expected Amount

Net Change

(SEE ATTACHED SHEET)

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 8-14-73

Principal reasons for overruns (Continue on reverse side): (1) The equipment rental items are difficult to estimate. Several of these did substantially overrun. This did yield a better more satisfactory final product. (2) Price Agreement No. 9 in the amount of $805 is for the furnishing of the bark mulch materials only. Actually the overall bark mulch cost will be in the vicinity of $5,000. The remainder of the costs

(OVER)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by K. D. Wolfe
Resident Engineer

Noted by
Construction or Bridge Engineer

Confirmed by
Regional Engineer

Noted by
Deputy or State Highway Engineer

SP 6627 734

are incorporated in the equipment rental items. (3) The engineering substantially overran. There were three factors: 1. The carrying of the project over into the second year. 2. The isolated location. 3. The small quantities involved for any given small detailed step of construction.

RECEIVED
JUL 13 1973
CONSTRUCTION
SECTION

Attachment to
-EXPECTED OVERRUN OF PROJECT AUTHORIZATION-
Champoeg State Park Bikeway
Marion County
Contract No. 7803

MAJOR OVERRUNS AND UNDERRUNS

		Expected Amount	Net Change
Item No. 2- Motor Grader	(C)	$ 2,840.00	+ 640.00
" " 3- Tractor with Dozer	(C)	0.00	- 2,200.00
" " 4- Front End Loader	(C)	0.00	- 1,440.00
" " 5- Dump Truck	(C)	1,620.00	- 705.00
" " 6- Pneumatic Roller	(C)	3,780.00	+ 2,370.00
" " 7- Backhoe	(C)	150.00	- 150.00
" " 8- Laborers	(C)	3,059.00	+ 2,536.50
" " 11- 12" Culvert Pipe	(C)	1,179.00	- 306.00
" " 12- 18" " "	(C)	720.00	+ 60.00
" " 13- 36" " "	(C)	600.00	+ 80.00
" " 14- 48" " "	(C)	1,080.00	+ 180.00
" " 15- 60" " "	(C)	1,600.00	+ 200.00
" " 20- Stuctural Excavation	(C)	952.00	- 748.00
" " 21- " " (Below Grade)	(C)	0.00	- 200.00
P.A. #1 - Motor Grader	(U)	2,614.95	+ 2,614.95
#2 - Front End Loader	(U)	960.30	+ 960.30
#4 - Treat Timber with Preservative	(U)	857.65	+ 857.65
#6 - Front End Loader	(U)	1,173.04	+ 1,173.04
#7 - Front End Loader	(U)	1,224.00	+ 1,224.00
#8 - Motor Grader (light to 15,000 lbs.)	(U)	678.00	+ 678.00
#9 - Furnish Bark Mulch	(U)	805.00	+ 805.00
E.W.O. #1 - Flagging	(A)	0.00	- 200.00
S.F.O. #1 - Permanent Signing (Supplement)	(U)	500.00	+ 500.00
Engineering	(A)	16,000.00	+ 5,647.07
			$ + 14,195.59

7803

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 30, 1973

+7803

SUBJECT: Champoeg State Park Bikeway and West Salem Bikeway Marion and Polk Counties

To:
Mr. Victor D. Wolfe
Location Engineer

On Sunday, May 27, I cycled over the completed portions of the subject bikeways and observed various problems and hazardous conditions.

The major problem I noted on the Champoeg bikeway was the loose gravel backfill along the edge of the bikeway. My son, traveling at a fairly high rate of speed, hit the graveled shoulder and consequently had a spill. This would be very dangerous to older people as narrow bicycle tires cannot be controlled in this gravel.

I recommend that the graveled shoulder be compacted with a rubber-tired vehicle to about 1/2" to 1" below the bikeway surface and then covered with either top soil or bark mulch; the later would blend into the natural park setting. This same typical section with the graveled shoulders has also been used on the two Salem bikeways and on the Medford and Corvallis bikeways. I recommend these facilities be reviewed to determine if a safer backfilling method can be used.

The second hazard I noticed on the Champoeg bikeway was the open cut near the large culvert crossing. A wooden handrail or fence should be installed in this location. If a cyclist went off the bikeway at this point it could cause a fatal accident. I also noted the use of the bikeway by automobiles. Signs prohibiting motorized vehicles are not effective. Posts should be installed to stop vehicles physically and signs marking the facility as a bikeway would also help.

On the West Salem bikeway the 6-1/2-foot-wide concrete sidewalk sections completed through the lineal park have a good appearance but I have never riden on such a bumpy surface, even

NOTED
E. S. HUNTER

NOTED
E. S. HUNTER

cc Keary
Fredericksen

RECEIVED
JUN 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SP*52475-734

compared to city sidewalks. The only recommendation I have here is that more care be given to the surfacing on the remaining sections to be poured. Generally the alignment and grade appeared to be excellent, except that south of the library building the grade could be lowered to fit into the natural landscaped area. In some areas gravels may also create problems along this section of bikeway. The bicycle ramp, which is presently only cut out at Rosemont Street, appears too steep and I cannot visualize it as workable; however, I do not see a solution. This should be reviewed by the Region office before the concrete is poured.

If you concur in my recommendations please forward them to the Region Engineers for corrective action.

James D. McClure
Bicycle Route Engineer

JDM:jp
cc: E.S. Hunter
J.H. Versteeg
C.O. Fredrickson
Alfred Shirley

Claim #478

7803

FILED
APR 16 1973
CLAY MYERS
SECRETARY OF STATE

RECEIVED
APR 17 1973
TO
THE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 13, 1973

Cascade Construction Company
P. O. Box 7078
Salem, Oregon 97303

NOTED ON CARD
4-19-73 KO

Attention: John E. Morris
Vice President

Gentleman

This is to acknowledge receipt of your letter of April 10, 1973, advising us that Lewis Construction Company (Subcontractor) owes you $778 for equipment rental.

This appears to be in reference to the Pacific Sand and Gravel Company Contract No. 7803 for work in Champoeg State Park in Marion County.

The Great American Insurance Company, Pacific NW Regional Office, 2030 Ninth Avenue, Seattle, Washington 98121 furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ORIGINAL SIGNED
By R. M. GRAHAM
R. M. Graham, Assistant Secretary

RMG:ks

cc Great American Insurance Company
Lewis Construction Company
Pacific Sand & Gravel Company

bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

Cascade Construction Company

General Contractors • Modern Pavements
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-3421

April 10, 1973

Oregon State Highway Commission
Highways Building
Salem, Oregon 97310

Attn: Mr. C. W. Head, Secretary

Gentlemen:

Pursuant to ORS 279.528 notice is hereby given that the undersigned, Cascade Construction Company, Inc., has a claim for furnishing a blade and water truck for your contract No. 7803 - Champoeg State Park Bicycle Paths from Lewis Construction Company, whom we understand is a subcontractor or supplier to Pacific Sand and Gravel Company, the general contractor. A copy of Cascade's invoice in the amount of $778.00 is attached for your files. We wish that you would notify Pacific Sand and Gravel Company's bonding company of this claim.

Yours very truly,

CASCADE CONSTRUCTION CO., INC.

Jon E. Morris

Jon E. Morris
Vice President

cc: Lewis Construction Co. - Beaverton, OR
Ken Wolfe, Rsdnt. Engr. - Salem, OR
Pacific Sand & Gravel Co. - Salem, OR

Enclosure

JEM/jle

RECEIVED
APR 1 3 1973
STATE HIGHWAY COMMISSION

Construction Company

5045

General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

February 19, 1973

Lewis Construction Company
14515 SW Scholls Ferry Road
Beaverton, Oregon 97005

TERMS: CASH

To bill you for equipment rental:

Austin Weston blade – your Champoeg Park job

74.5 hours @ $ 10.00	$ 745.00
Water truck	
3 hrs. @ $ 11.00	33.00
	$ 778.00

73-4

an equal opportunity employer

A SERVICE CHARGE WILL BE MADE OF 1% PER MONTH WHICH IS AN ANNUAL PERCENTAGE RATE OF 12% ON PAST DUE BALANCES

RECEIVED
APR 11 1973
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DIVISION

7803

March 29, 1973

Champoeg State Park
Bikeway
Marion County
Cont. No. 7803

Pacific Sand & Gravel, Co.
P.O. Box 7078
Salem, Oregon
97303

Attn.: Mr. J.D. Rinker
Manager

Dear Sir:

You have informed us that Lewis Construction Co. a registered subcontractor on your project, has taken out bankruptcy. It is my understanding that you, as prime contractor, will complete their portion of the work.

Would you please initiate a letter confirming this information and direct it to our office.

K.D. Wolfe
RESIDENT ENGINEER

cc: C.O. Frederickson
REGIONAL ENGINEER

RECEIVED
APR 4 1973
CONSTRUCTION SECTION

Pease
Glenn
Berg

cc C.T. Keasey

NOTED
R. M. GRAHAM

4781

FILED
MAR 27 1973
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
3-30-73 KS

OREGON STATE HIGHWAY DIVISION

7803

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 26, 1973

Power Rents, Inc.
10380 Cascade Avenue
Tigard, Oregon 97223

Attention: Irwin Schimmel
President

Gentlemen:

This is to acknowledge your letter of March 20 notifying us of a claim against Lewis Construction, Inc., for $2,948.40 for equipment charges.

From the description given in your letter, this appears to be in reference to Contract No. 7803 with Pacific Sand and Gravel Co., for work in Champoeg State Park in Marion County.

The Great American Insurance Company, 2030 Ninth Avenue, Seattle, Washington 98121 furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will forward the claim letter to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

cc Pacific Sand and Gravel Co.
P. O. Box 7078
Salem, Oregon 97303

Great American Insurance Company
2030 Ninth Avenue
Seattle, Washington 98121

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

POWER RENTS, INC. 10380 CASCADE AVE., TIGARD, OREGON 97223, PHONE 620-1235

March 20, 1973

Mr. Cecil Head
State Highway Division
Room 121
State Highway Building
Salem, Oregon 97310

Re: 7803

Dear Mr. Head:

We would like to file a claim againest Lewis Construction, Inc., 14515 S. W. Scholls Ferry Rd., Beaverton, Oregon 97005; Gary Lewis, owner, for his refusal to pay off on a charge account in the amount of $2948.40.

This equipment was charged in the months of Sept., Oct., Nov., and Dec., of 1972, for Job 7803-Champoeg State Park-Marion County. We have received no payment on invoices totaling this amount.

The name of the bonding company is Great American Insurance Co.

We are a new company of only one year, and we cannot afford this type of delimquent account without feeling the hardship. Anything that you could do to speed up this payment would be most appreciated.

Very truly yours;
POWER RENTS, INC.

Irwin Schimmel

Irwin Schimmel
President

IS/td

RECEIVED
MAR 22 1973
STATE HIGHWAY Commission
NOTED
C. W. HEAD

RECEIVED
SEP 8 - 1972
FOR ...

7803

September 8, 1972

Pacific Sand & Gravel Company
P. O. Box 7078
Salem, Oregon 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7803 for work in Champoeg State Park in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Wells-Reed-Wood-West Co.
412 Failing Building
Portland, Oregon 97204

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
Dave Talbot
J. B. Boyd
Ken Wolfe

FORWARDED
AUG 11 1972
FOR FILING

7803

August 8, 1972

Pacific Sand & Gravel Company
P. O. Box 2246
Salem, Oregon 97303

Gentlemen:

The State Highway Commission August 4, 1972, awarded to you State Highway Contract No. 7803 in the amount of $114,632.50 in Champoeg State Park in Marion County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc C. T. Kenney
Walt Hart
Dave Talbot
J. B. Boyd
Ken Wolfe

STATE OF OREGON 1859

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. Box 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

Hall
A. Olson
Terpin
Swenson
K. Olson

RECEIVED
JUN 28 1972
DESIGN SECTION

June 27, 1972

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

cc's sent 6-29-72:

E. S. Hunter
L. H. Young
W. J. Hart (4)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (4)
J. B. Boyd (8)

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

We are replying to your letter of June 8, 1972, requesting our comments on the following proposed projects:

1. North Santiam River (Green's) Bridge Section
   FAS 126, Linn County

2. Big Creek (Knappa) Bridge Section
   County Road (Old Columbia R. Hwy.), Clatsop County

3. Bilyeu Creek (Camp Merrison) Bridge Section
   County Road 830, Linn County

4. Champoeg State Park
   Bicycle Trail, Marion County

NOTED
E. S. HUNTER

We can foresee no problems on these projects as long as water quality is maintained. On the Big Creek Bridge Section, any work within the stream should be completed prior to August 20, when the fall chinook run is expected.

The projects are approved.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

cc: Dir. FCO

FISH COMMISSION
7803
OFFICE OF THE DIRECTOR
307 STATE OFFICE BLDG. 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
EDW. G. HUFFSCHMIDT
Vice Chairman
McKEE A. SMITH
Member

cc's sent 6/16/72:

E. S. Hunter
L. H. Young
W. J. Hart (4)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (4)
I. R. Boyd (8)

June 14, 1972

Mr. George M. Baldwin
Highway Division
Highway Building
Salem, Oregon 97310

Attention Frank Hall

Dear Mr. Baldwin:

The following proposed projects transmitted to us by your letter dated June 8, 1972 have been reviewed.

1. North Santiam River (Green's) Bridge Section
   FAS 126
   Linn County

2. Big Creek (Knappa) Bridge Section
   County Road (Old Columbia River Hwy.)
   Clatsop County

3. Bilyeu Creek (Camp Morrison) Bridge Section
   County Road 830
   Linn County

4. Champoeg State Park
   Bicycle Trail
   Marion County

We anticipate no fishery conflicts providing the work is done so that stream water quality and fish passage are maintained. Also, we recommend the construction be scheduled during low water period.

Your consideration will be appreciated.

NOTED
E. S. HUNTER

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc OGC

RECEIVED
JUN 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER
DESIGN
SECTION

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DIVISION

FILE

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 28, 1972

District Engineer
Corps of Engineers
Portland District
P. O. Box 2946
Portland, Oregon 97208

Gentlemen:

RE: Champoeg Bicycle Trails

We are planning to construct a structure to provide a bicycle trail across Ryan Creek in Champoeg State Park. Ryan Creek flows into the Willamette River about 3/4 of a mile downstream from the mouth of Champoeg Creek.

Please send us expected high water elevations for any year during the following periods:

1. June, July, and August.
2. From March 1 to October 31.
3. For the entire year based on 20 year flood.
4. For the entire year based on 50 year flood.

Thank you for your assistance in this matter.

Very truly yours,

David G. Talbot
State Parks Superintendent

By

Warren Gaskill, Assistant
State Parks Superintendent

WG:lb

RECEIVED
MAR 30 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7804 North Powder ("E" St.) Sec. 1972
(Grading and paving)

C&A 4502 6-01-72

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of North Powder
City Hall
North Powder, Oregon 97867
Attention of
Mrs. Audrey Wisdom, Recorder

Request No. (assigned by staff engineer or head of division) cc 1354

Date March 22, 1973

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Special City Allotment project on "E" Street

Contract No. 7804

Covered by agreement dated June 20, 1972

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Advance deposit by City		$1,030.00
		As per attached statement:		
		Final cost	20,232.53	
		State's agreed share	20,232.53	
		City's agreed share		----
		REFUND DUE CITY		$1,030.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $1,030.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
331-1406-295 - None
331-1715-295 - None

Submitted by: Gary E. Zehner Gary E. Zehner

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DEPARTMENT

Date March 22, 1973

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1972

Contract # 7804 Prefix 331-1715 Survey Prefix 331-1408

Street "E" Street

City North Powder

Payments to Contractor (see attached voucher)	$ 17,796.96
Engineering and Contingencies	2,435.57
Survey: Total $ 2,629.48 Prorated Share	---
TOTAL	20,232.53
Agreed State Share	20,232.53
Agreed City Share	---
City Advance Deposit	1,030.00
REFUND DUE CITY —	$ 1,030.00

Reference: Outside Billing cc 1354

RU

...N STATE HIGHWAY DIVISION

..ONTRACT PAYMENT VOUCHER

...A-20 (REV. 6-63)

COUNTY	CONTRACT NO.	ESTIMATE NO.
UNION	7804	3
HIGHWAY	**FEDERAL AID PROJECT NO.**	
CITY STREET		
SECTION		
NORTH POWDER (E ST)		

	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE
	9N GENERAL EXCAVATION	LUMP SUM	3000.0000	100.00
	9N TRENCH EXCAVATION	CU YDS	2.0000	150.97
	9N 1[illegible]-0 AGGREGATE BASE	CU YDS	5.0000	380.70
	9N CLASS C ASPHALT CONCRETE	TONS	12.0000	625.96
	9N 12-INCH SEWER PIPE	LIN FT	6.0000	480.00
	9N CONCRETE INLETS TYPE G-2	ONLY	200.0000	2.00
	ADJUSTMENT ITEMS			
1	9N LIQUIDATED DAMAGES	DAYS	30.0000-	20.00

3rd Notification Date 11-9-72

Contract Work Started 12-16-72

Contract Time Expires 11/29/72

Contract Work Completed 12/11/72

7804	TOTAL CONTRACT ITEMS
	___% RETAINED ON CONTRACT ITEMS
	FORCE ACCOUNT
H. M. Fillmore	TOTAL PAYMENTS

	CONTRACT NO. 7804	ESTIMATE NO. 3	PREFIX NO'S.
	FEDERAL AID PROJECT NO.		

(E ST)

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
LUMP SUM	3000.0000	100.000	3000.00	3000.00	
CU YDS	2.0000	150.970	301.94	301.94	
CU YDS	5.0000	380.700	1903.50	1903.50	
TONS	12.0000	825.960	9911.52	9911.52	
LIN FT	6.0000	480.000	2880.00	2860.00	
ONLY	200.0000	2.000	400.00	400.00	
DAYS	30.0000-	20.000	600.00-	600.00-	
TOTAL CONTRACT ITEMS			17796.96	17796.96	
___% RETAINED ON CONTRACT ITEMS			----	889.85	889.85
FORCE ACCOUNT					
TOTAL PAYMENTS			17,796.96	16,907.11	889.85

Haines –

301-1423

1397.22

~~Use $1500.00~~

Use $1800

856-3545

Mayor Hall

3rd St.

This Month = $96.37

apparent

North Pender –

331-1408

$2480.33

Use $3,000.00

This Month = 148.95

$3.000 \times \frac{922.80}{25922.80} = 106.80$

RECEIVED
DEC 5 - 1972
FOR FILING

7804

December 4, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7804 awarded to Baker Redi-Mix, Inc., for work on E Street in the City of North Powder in Union County was completed on October 16, 1972, and accepted by the Highway Commission on November 29, 1972.

Final payment in the amount of $889.85 will be released to the contractor after December 9, 1972. The total contract amount is $17,796.96 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc Baker Redi-Mix, Inc.
P. O. Box 825
Baker, Oregon 97814

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn W. L. Monner
W. E. Schwartz

RECEIVED
DEC 4 - 1972
FOR FILING

7804

November 30, 1972

TO Oregon State Highway Commission

FROM A. E. Johnson
Acting Deputy Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7804 Work Completed October 16, 1972

Project North Powder ("G") St.

Highway City Street County Union

Type of Work Grading and Paving

Contractor Baker Redi-Mix, Inc.

Recommended Acceptance Date November 29, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 12, 1972 for your formal concurrence.

VG:ed

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

OREGON STATE HIGHWAY DIVISION

11/29/72

PROGRESS ESTIMAT

SECTION NORTH POWDER ([redacted]

HIGHWAY CITY STREET

COUNTY UNION

TYPE WORK GRADING AND PAVI[illegible]

	COMPLETION	EXTENSION	APPROVED
A)	[redacted] CWD		
B)			
C)			

CONTRACTOR BAKER READI-MIX INC

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	GENERAL EXCAVATION LUMP SUM	3000000	100000	300000	100000	300000
002	TRENCH EXCAVATION CU YDS	20000	120000	35000	120970	20194
003	1 1/2-0 AGGREGATE BASE CU YDS	30000	710000	355000	300700	120350
004	CLASS C ASPHALT CONCRETE TON	120000	1000000	1200000	825961	991154
005	12-INCH SEWER PIPE LIN FT	20000	510000	306000	480000	288000
006	CONCRETE INLETS TYPE C-2 ONLY	2000000	2000	40000	2000	40000
	TOTALS FOR ORIG. CONTRACT			2239000		1859000
	ADJUSTMENTS					
6001	LIQUIDATED DAMAGES DAYS	-300000			20000	-60000
	SUB-TOTAL ADJ.					-60000
	TOTALS ALL EXCEPT F.A.					1799000
	FORCE ACCOUNTS					
801	FLAGGING 94001					

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01

FORM E-498 (REV. 9 72)

ENSION	APPROVED	USED
		55 CWD

CONTRACT NO. 7804
F.A.P.

WORK DONE TO:

PREFIX 351 1713
AWARDED 08 11 72
ESTIMATE NO. 003

ESTIMATED DATE OF COMPLETION:

MEDIAMIX INC

FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 10/16/72		TO COMPLETE 10/16/72		GROUP PORN	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	300000	100000	300000			9N		
130970	30194	130970	30194			9N		
300700	190360	300700	190360			9N		
825960	991152	825960	991152			9N		
400000	280000	400000	280000			9N		
2000	40000	2000	40000			9N		
	1859690		1859690					
20000	-60000	20000	-60000			9N		
	-60000		-60000					
	1799690		1799690					
						9N		

OREGON STATE HIGHWAY DIVISION

11/29/72

PROGRESS ESTIMATE

SECTION NORTH POWDER ([redacted]

HIGHWAY CITY STREET

COUNTY UNION

TYPE WORK GRADING AND PAVING

[redacted] ED COMPLETION

A) 35 CWD

B)

C)

EXTENSION

APPROVED

CONTRACTOR BAKER READI-MIX INC

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
	SUB-TOTAL F. A.					
	* TOTAL PAY COSTS			2239000		1779696
	ADD. ANTICIP. ITEMS					
94001	FLAGGING LM 1			25000		
98999	CONTINGENCIES			134340		
99999	ENGINEERING			226400		205301
	GRAND TOTALS			2592240		1985000

RESIDENT ENGINEER ---------- DATE ---------- DIVISION ENGINEER

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02

FORM E-498 (REV. 9-72)

TENSION

APPROVED

USED
55 CWD

CONTRACT NO. 7604
F.A.P.

WORK DONE TO:

PREFIX 351 1715
AWARDED 06 11 72
ESTIMATE NO. 003
FINAL

ESTIMATED DATE OF COMPLETION:

MEDIAN MIX

CORRECTED ESTIMATE		PERFORMED TO DATE 10/16/72		TO COMPLETE 10/16/72		GROUP POR N	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	177969		177966					
						9N		
	205001		199380		45616			
	199380		199384		45616			

DIVISION ENGINEER ---------- DATE ----------

SCA

OREGON STATE HIGHWAY DEPARTMENT
PROJECT INSPECTION AND DIVISION INSPECTION REPORT

11-21-72

Project Name North Powder (E Street) Contract No. 7804

Highway City Street Prefix No. 331-1715

County Union F. A. No. State

Final inspection made on 10-16-72 (date) by Alfred Shirley, Jr.

in company with

CHECK LIST

Date		Date	
10-16-72	Construction signs removed.	NA	Opened to traffic.
NA	Salem Office notified to rescind construction speed zone.	11-14-72	Division materials certification submitted.
10-16-72	Contractor removed equipment from project.		
10-16-72	Roadside cleanup completed.		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

An acceptable City street project has been completed.

All contract work on this project has been completed and recommendation is made for acceptance on 11-09-72 (date). The semi-final estimate will be submitted about 11-14-72 (date).

cc: Office Engineer
Construction Engineer
Division Engineer
Maintenance Engineer
Resident Engineer
District Maintenance Supt.
Traffic Engineer
County-City Engineer

RECEIVED
COUNTY & CITY SECTION
NOV 21 1972
ENGR. COOR. CE AE UE
UPE CE RE RPE

(signed) Regional Construction Engnr.
(title)

#7804 Const

Report No. 10

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: North Powder ("E" Street)	WEEK ENDING: November 10, 1972	
HIGHWAY: City Street	SECTION PREFIX: 331-1715	
KIND OF WORK: Grading & paving	COUNTY: Union	
NAME OF JOB: North Powder ("E" Street)		
CONTRACTOR: Baker Redi-Mix Inc.	CONTRACT NUMBER: 7804	FEDERAL AID PROJECT NUMBER: State Project
DATE OF CONTRACT: August 11, 1972	DATE WORK STARTED: September 5, 1972	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS work 35	WORK DAYS USED / CALENDAR DAYS USED work 55
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 157%
PROJECT AUTHORIZATION: $25,922.80	ENGINEERING AUTHORIZATION $2,264.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $23,658.80	ENGINEERING COST TO DATE $2,045.23	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 75%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $17,796.96		DATE PROJECT WAS COMPLETED: October 16, 1972
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 24.8 %	PERCENT OF AUTHORIZATION 90.3 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.23	0.23			0.23
MILES PARTIALLY COMPLETED	0.23	0.23			0.23
MILES COMPLETED	0.23	0.23			1,000 ton
TOTAL ESTIMATED QUANTITIES (CONTRACT)	All	710 cy			826
TOTAL QUANTITIES CORRECTED TO DATE	All	380			826
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	All	380			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Lund
Walker
Johnson

NOV 13 1972
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

FINAL WEEKLY REPORT

Semi-Final Estimate submitted November 10, 1972.

SIGNED G.D. Juniper, Asst.Res.Engr.
for H.M. Fillmore, Res. Engr.

LOCATION La Grande 97850

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP**F216

RECEIVED
SEP 5 - 1972

FOR FILE

7804

September 5, 1972

CERTIFIED MAIL

Baker Redi-Mix, Inc.
P. O. Box 825
Baker, Oregon 97814

Gentlemen:

Since Contract No. 7804 for the "E" Street Project in North Powder has been fully executed, we are returning your Certified Check No. 474 in the amount of $2,500 which you submitted with your proposal on July 28.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc V. E. Skoog
Attn: John Herr

RECEIVED
SEP 5 - 1972
FOR FILING

7804

September 1, 1972

Baker Redi-Mix, Inc.
P. O. Box 825
Baker, Oregon 97814

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7804 for work on "E" Street in the City of North Powder in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Ins. Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Ins. Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc Walt Hart
C. T. Keasey
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
R. D. Hector

RECEIVED

FOR FILING

7804

bc C. T. Keasey
K[illegible] Hart
L. H. Young
Attn Vince Gallagher
W. E. Schwartz
R. D. Hector
William Geibel (SAIF)

August 11, 1972

Baker Redi-Mix, Inc.
P. O. Box 825
Baker, Oregon 97814

Gentlemen:

The State Highway Commission on August 4, 1972, accepted your proposal for work on "E" Street in the City of North Powder in Union County in the amount of $22,390 and referred it to the Administrator of Highways with authority to award the contract as soon as the City of North Powder approves the project and deposits $1,030.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7804.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin August 23, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

August 11, 1972

Mrs. Audrey Wisdom
City Recorder
City Hall
North Powder, Oregon 97867

Dear Mrs. Wisdom:

We wish to acknowledge receipt of the City of North Powder's check #7436 in the amount of $1,030.00 as payment on the 1972 Special City Allotment project on "E" Street between 2nd and 5th Streets.

The project is now clear for award to the apparent low bidder of Baker Redi-Mix Inc.

We appreciate your cooperation in this matter and invite any inquiries.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Gary E. Zehner

for H. S. Cox
County and City Engineer

GEZ:ljt

bc: L. H. Young
C. T. Keasey
V. E. Skoog (Attn: John Herr)

Check #4736 rec'd. 8/11/72

By John Herr

ENGR. COOR. CE TE UE
CE RE RRE

August 9, 1972

H. S. Cox
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

Enclosed is the City's share of the cost for the Special City Allotment project on "E" Street, $1030.00.

Your assistance has been greatly appreciated.

Thank you.

Very truly yours,
City of North Powder
Audrey Wisdom
Audrey Wisdom (Mrs.)
City Recorder

RECEIVED
COUNTY

ENGR. ☑ OPER. ☐ OE ☐ AE ☐ UE
UPE ☐ GE ☐ RE ☐ PPE ☐

RECEIVED
COUNTY & CITY SECTION
AUG 11 1972

ENGR. ☑ OPER. ☐ OE ☐ AE ☐ UE
UPE ☐ GE ☐ RE ☐ PPE ☐

SC 4-72
N. Powder

FIRST NATIONAL BANK OF OREGON

BAKER BRANCH BAKER

NO. 7436 36-180 / 1232

August 8 19 22

PAY TO THE ORDER OF State Highway Commission State of Oregon $1030.00

One Thousand Thirty and no/100 DOLLARS

CITY OF NORTH POWDER

Audrey Wisdom
Treas

"E" Street project

⑆1232⑈0180⑆ 0 65013 7⑈

NORTH POWDER ("E" STREET) SECTION

UNION COUNTY

7-31-72

State Project
0.23 mile Grading and Paving

Bids Received July 28, 1972

1.	General Excavation	All Specified		$ 1,650.00
2.	Trench Excavation	190 cu.yds.	5.00	950.00
3.	1" - 0 Aggregate Base	700 cu.yds.	6.00	4,200.00
4.	Class "C" Asphalt Concrete	1,000 tons	15.00	15,000.00
5.	12-inch Sewer Pipe	510 lin.ft.	5.50	2,805.00
6.	Concrete Inlets, Type G-2	2 only	200.00	400.00
		For Comparison of Bids		$ 25,005.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$25,005.00	$22,390
Anticipated Additional Items:		
Flagging (State Share)	250.00	250
	$25,255.00	22,640
Engr. & Cont. (14 1/2%)	3,661.98	3282.80
Estimated Net Authorization, Constr.	$28,916.98	25922.80

7-31-72
called City, Audrey Wisdom.
will present to Council 8-7-72
but happy about bid.

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

PROJECT NUMBER #24

LOCATION

UNION COUNTY

North Powder ("E" Street) Section
North Powder

#25,005.00

OWNER
Oregon State Highway Department

DATE OF OPENING BID
July 28, 1972

BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $

(3) LOW BIDDERS

Baker Red. Mix	Peter Kewit	
Baker	Vanc.	
NO.	NO.	NO.

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. General Exc.	1	3,000	11,500	
190	C.Y. Trench Exc.	2	2	10	
710	C.Y. 1" - 0 Aggregate Base	3	5	8	
1,000	Tons Cl. "C" Asphalt Concrete	4	12	10.50	
510	L.F. 12-inch Sewer Pipe	5	6	5	
2	Only Conc. Inlets, Type G-2	6	200	800	
			22,390	33,730	

MOUNTAIN PACIFIC CHAPTER AGC ASSOCIATE MEMBER

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

PROJECT NUMBER #24

LOCATION

UNION COUNTY

North Powder ("E" Street) Section
North Powder

Est- 25,005

OWNER
Oregon State Highway Department

DATE OF OPENING BID
July 28, 1972

BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $

(3) LOW BIDDERS

NO. 1	NO. 2	NO.
BAKER REDIM-X BAKER	PETER KEWIT VANCOUVER	

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. General Exc.	1	3000	11,500	
190	C.Y. Trench Exc.	2	2	10	
710	C.Y. 1" - 0 Aggregate Base	3	5	8	
1,000	Tons Cl. "C" Asphalt Concrete	4	12	10 50	
510	L.F. 12-inch Sewer Pipe	5	6	5	
2	Only Conc. Inlets, Type G-2	6	200	800	
			22,390	33,730	

MOUNTAIN PACIFIC CHAPTER AGC ASSOCIATE MEMBER

PRINTED IN U.S.A.

S-403 R13 5/72

BOND WITH SAFECO

bc: R. L. Schroeder
L. H. Young
C. T. Keasey
V. E. Skoog, Attn: John Herr
W. E. Schwartz

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 28, 1972

Mrs. Andrey Wisdom
City Recorder
City Hall
North Powder, Oregon 97867

Dear Mrs. Wisdom:

On July 28, 1972, the State Highway Commission opened bids on the 1972 Special City Allotment project on "E" Street. The apparent low bid was submitted by Baker Redi-Mix, Inc., of Baker.

The anticipated cost is as follows:

Contractor's bid	$22,390.00
Anticipated additional items:	
Flagging (State share)	250.00
	$22,640.00
Engineering & Contingencies (14½%)	3,282.80
	$25,922.80
City's estimated share of preliminary Engineering	106.80
TOTAL	$26,029.60

As the contract cannot be awarded until the City has deposited its estimated share of cost, please forward, at your earliest convenience, a check to this office in the amount of $1,030 made payable to the State Highway Commission.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Gary E. Zehner

for H. S. Cox
County and City Engineer

GEZ:lat

RECEIVED
JUL 31 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

RECEIVED
JUN 27 1972
FOR FILING
7304

MISC. CONTRACTS and
AGREEMENTS No. 4502

June 21, 1972

City of North Powder
City Hall
North Powder, Oregon 97867

Attention: Mrs. Audrey Wisdom
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering a Special City Allotment Project for improvement of "E" Street from 2nd to 5th Streets.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

6-13-72

ORDINANCE NO. 161

AN ORDINANCE OF THE CITY OF NORTH POWDER, OREGON, AUTHORIZING THE MAYOR AND RECORDER TO ENTER INTO AN AGREEMENT WITH THE STATE OF OREGON, BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF E STREET FROM SECOND STREET TO FIFTH STREET.

WHEREAS, the State of Oregon, acting by and through its State Highway Commission, has caused to be prepared and submitted to the City of North Powder, Oregon, an agreement providing for the improvement of E Street from Second Street to Fifth Street, within said City, by the terms of which agreement the State is to pay the costs, excepting concrete curbs, not to exceed $25,000.00, and the City is to pay the total cost of concrete curbs and any additional costs in excess of $25,000.00 as its share of the total cost of such improvement, copy of which agreement is attached hereto, marked Exhibit "A" and by this reference made a part hereof.

NOW, THEREFORE, the City of North Powder, Oregon, does ordain as follows:

Sec. 1 - The Mayor and Recorder of the City of North Powder, Oregon, are hereby directed and authorized to execute, on behalf of the City of North Powder, Oregon, the agreement with the State of Oregon, by and through its State Highway Commission pertaining to the improvement and sharing of costs of improvement of E Street from Second Street to Fifth Street, within said City, all as provided in the agreement, copy of which is attached to this Ordinance.

PASSED, by the Council of the City of North Powder, Oregon, this 13th day of June, 1972.

5 voting Aye

0 voting Nay

APPROVED by the Mayor, this 13th day of June 1972.

Harold Rowett
MAYOR

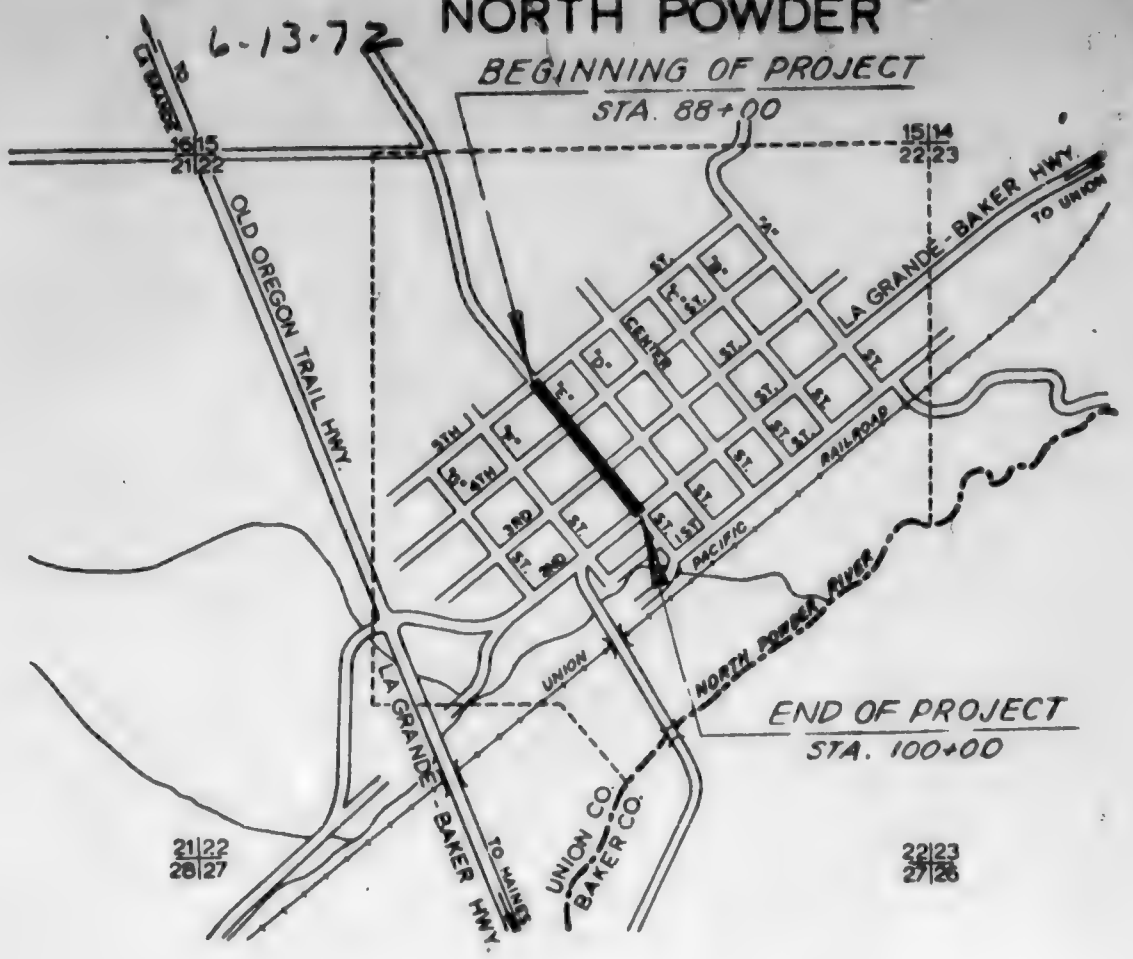
ATTEST: Audrey Wisdom
RECORDER

NORTH POWDER

6-13-72

BEGINNING OF PROJECT
STA. 88+00

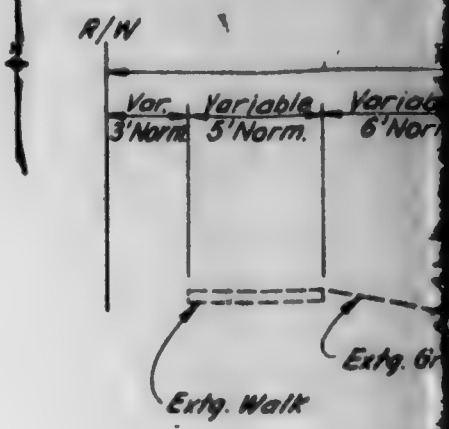
END OF PROJECT
STA. 100+00

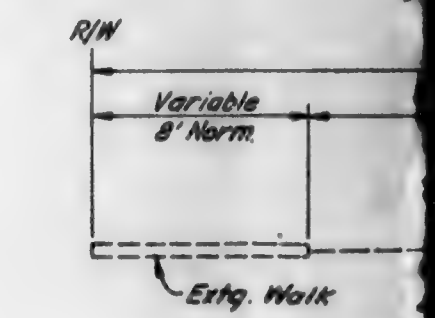


Sketch Map
Scale 0 800 1600 Feet

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Sketch Map, Typical Section
	Summary
2	Plan & Profile

Drg. No.





PRELIMINARY COPY
SUBJECT TO CHANGE

INDEX OF SHEETS

DESCRIPTION
Map, Typical Sections &
ary
Profile

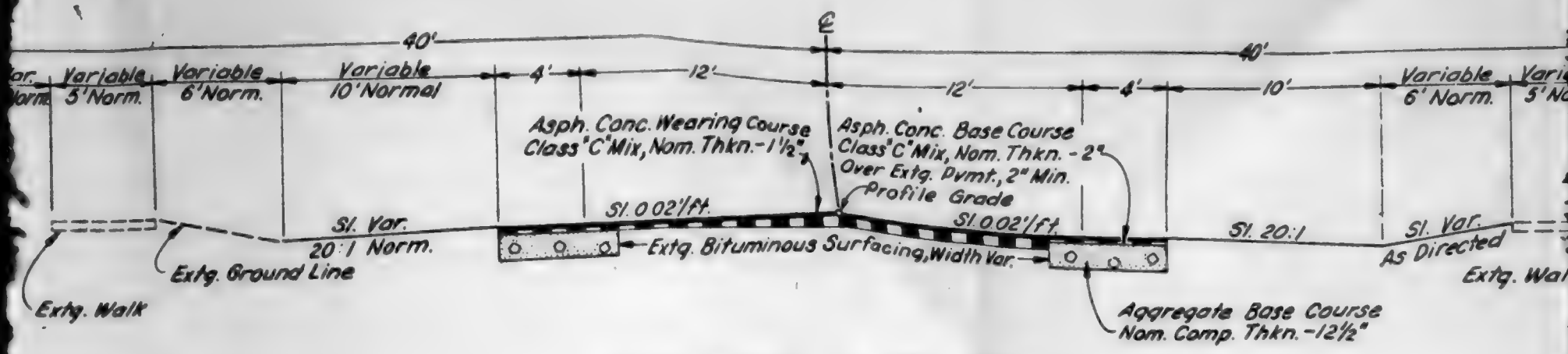
PRELIMINARY COPY
MAY 23 1972
SUBJECT TO CHANGE
FINAL DESIGN UNIT

Overall Length of Project

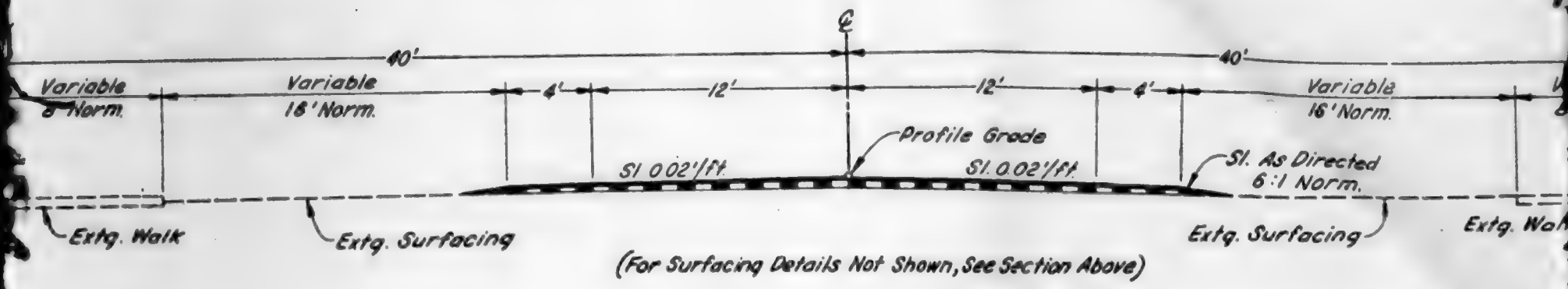
OREGON STATE HIGHWAY DIVISION
GRADING & PAVING
NORTH POWDER ("E" ST.)
CITY STREET
UNION COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER
10	OREGON	STATE

TYPICAL SECTIONS



STA. 88+00 To STA. 96+00



(For Surfacing Details Not Shown, See Section Above)

STA. 96+00 To STA. 100+00

RECEIVED
COUNTY & CITY SECTION
JUN 12 1972
☐ ENGR. ☑ CO.R. ☐ CE ☐ I.E ☐ UE
☐ UPE ☑ CB ☐ RE ☐ P.P.E ☐

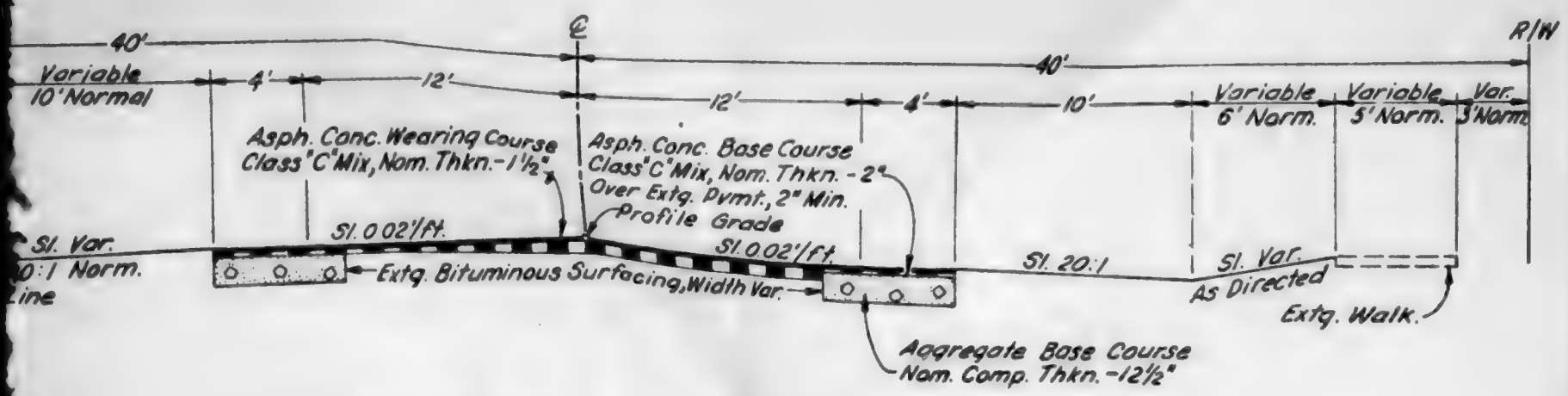
APPROVED
CITY OF North Powder
BY MAYOR Harold Ro
BY RECORDER Audrey
DATE June 13, 197

PRELIMINARY COPY
MAY 2 3 1972
SUBJECT TO CHANGE
FINAL DESIGN UNIT

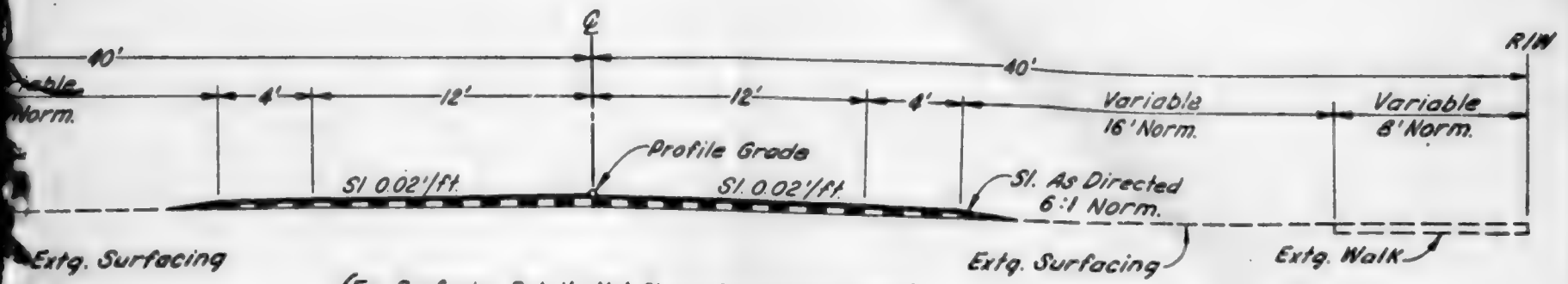
Overall Length of Project

OREGON STATE HIGHWAY DIVISION GRADING & PAVING NORTH POWDER ("E" ST.) SEC. CITY STREET UNION COUNTY				SHEET NO. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE	TOTAL SHEETS
10	OREGON	STATE		See Index

TYPICAL SECTIONS



STA. 88+00 To STA. 96+00



(For Surfacing Details Not Shown, See Section Above)

STA. 96+00 To STA. 100+00

RECEIVED
COUNTY & CITY SECTION
JUN 14 1972
☐ ENGR. ☑ Coor. ☐ CE ☐ TE ☐ UE
☐ UPE ☑ CB ☐ RE ☐ PPE ☐

APPROVED
CITY OF North Powder
BY MAYOR Harold Rowett
BY RECORDER Audrey Wisdom
DATE June 13, 1972

Section North Powder ("E" St.) Project Allotment $ _____

Highway City Street 6-9-72 Project Length 0.23 Mile

County Union Completion Time 35 Col. Work Days

Kind of Work Grading & Paving

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 25,005.00

Anticipated Additional Items:

Flagging (State Share)	$ 250.00	
Slide Correction		
Railroad Protective Costs (107.24)		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Stage Construction Striping		
Temporary Erosion Control (107.08)		
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		$ 250.00
Install Water Meter		
Furnish Water		
Laboratory Fees		
Furnish Mail Box Posts		
Adjust Utilities (105.06)		
Pipe Bedding Materials		
On the Job Trainees		
State Responsibility for Damages (107.25)		

$ 25,255.00

Engr. & Cont. (14.5 %) 3,661.98

TOTAL $ 28,916.98

Credit for _____ _____

Estimated Net Authorization, Construction $

6-9-72
Called Mrs Wisdom re $29,000 est. & agreements she said the city should have the $4,000 and I will present to council the plans & estimate + agreements. She will let us know next week.
H.E.B.

6-16-72
Called again - agreement will be here 6-19 or 20 and City has the $4,000 - so proceed.

Lot 4 Holder ("E" St.) Sec. 6/27/72 Stein

Grading and Paving Union Co. dEl

Estimate

	Unit	Quant	Unit Cost	Amount
General Excavation	All	All	Lump Sum	1650.00
Trench Excavation	Cu Yd	190	5.00	950.00
Course Aggregate Base	Cu Yd	700	6.00	4200.00
Class "C" Asphalt Concrete	Ton	1000	15.00	15000.00
12-inch Sewer Pipe	Lin. Ft	510	5.50	2805.00
Concrete Inlets, Type G-2	One	2	200.00	400.00

ENGR. ☑ COOR. ☑ CE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RPE ☐

SALEM, OREGON
March 6, 1972

SCA Project 1972
"E" Street
City of North Powder

Mr. Victor D. Wolfe
Location Engineer
BUILDING

Attn: Mr. P. L. Carstensen

The survey data on subject section has been examined and found to be consistent with the project as requested by the City of North Powder and approved by the Highway Commission.

Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt

Att. Survey data handed to Pete 3-6-72

Oregon State Highway Division
North Powder ("E" Street) Section
City Street
Union County
February 1972

MATERIALS REPORT

The project was reviewed for foundation suitability. It was determined that the existing paved facility could be overlayed with 3½-inches of Asphaltic Concrete and that the shoulder widening should be accomplished with 10½-inches of Aggregate Base, 2-inches of Leveling Course, and 3½-inches of Asphaltic Concrete.

It is anticipated that a commercial source or an adjacent larger contract operation will be used to supply the aggregate and Asphaltic Concrete materials.

R.D. Hector
Resident Engineer

Oregon State Highway Division
North Powder ("E" Street) Section
City Street
Union County
February 29, 1972

NARRATIVE REPORT

The centerline was established by spliting the existing 80-foot Right of Way. No additional Right of Way will be required

The bearings and co-ordinates are from the North Powder - Powder River Section. The grade line was established to provide a nominal 3½-inch Asphaltic Concrete. It is anticipated that this overlay will be placed in two courses, the first course being placed with a blade to build the proper crown and act as a leveling course. Certain portions of the existing pavement is showing considerable distress, these areas are to be removed and rebuilt with Stone Base. Extra allowances are set up in the Quantity Summary to accomodate these details.

The roadside drainage is carried in shallow, flat sloped ditches between 5th and 3rd streets. This method permits parking and driveway approach crossing in the roadside drainage area.

The locations of the underground utilities as shown on the detail map are from City and Utility company data, no attempt was made to confirm these locations or depths.

The Special Provisions were written to attempt to keep the Engineering and Materials Inspection to a minimum, it is assumed that the Resident Construction Engineer will take advantage of the guidelines set forward in John Walker's letter of July 29, 1971. This letter outlines a less rigorous inspection procedure when dealing with small quantities.

The base design calls for a binder course on the shoulder area. A very small quantity of materials would be involved. It is recommended that this detail be omitted and is not included in this estimate.

R.D. Hector
Resident Engineer

Oregon State Highway Division
North Powder ("E" Street) Section
City Street
Union County
February 29, 1972

COST ESTIMATE

Item Item No.	Item	Quantity	Unit Price	Amount
1	General Excavation	Lump Sum	$4,000.00	$ 4,000.00
2	Aggregate Base	720 Cu.Yd.	5.00	3,600.00
3	3/4"-0 Aggregate Level Course	85 Cu.Yd.	6.00	510.00
4	Asphalt Tack Coat	1 Ton	100.00	100.00
5	Class "B" Asphalt Concrete	1,000 Ton	12.00	12,000.00
6	Trench Excavation	20 Cu.Yd.	3.00	60.00
7	Ditch Excavation	17 Cu.Yd.	3.00	51.00
8	12-Inch Culvert Pipe	124 Lin.Ft.	5.00	620.00
9	Extra for Approaches	10 each	60.00	600.00
	Total for Contract Items			$21,541.00
	Allowance for Engineering and Contingencies 20%			4,308.20
	GRAND TOTAL			$25,849.20

RECEIVED

7704

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: "E" Street
Highway: City of North Powder
County: Union
Prefix: 331-1408

Res. Engr. R. D. Hector
Approx. Length 0.23± mile
Sta. 5th St. to Sta. 2nd St.
Date February 1, 1972

Mean Truck A.D.T. 19
Traffic Coefficient 5.6
18 kip s. a. per day 2.6
(1)

Annual Precipitation 20"± (La Grande)
Frost Penetration 36"±
CBE Total Requirement 17.5"

Typical Soil	
25	LL
0	PI
97	%P 10
52	%P 200
3	% Gravel
23	% C Sand
22	% F Sand
45	% Silt
7	% Clay
12	R Value
A-4	AASHO Classif.

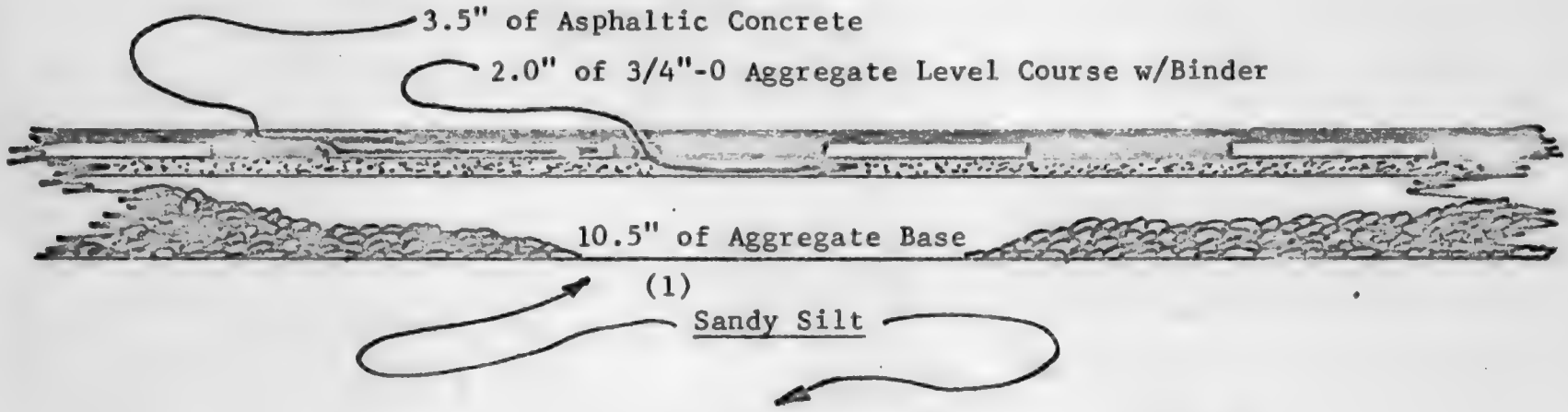
Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
7.0	3.5	A.C.
2.0	2.0	A.L.
10.5	10.5	A.B.
19.5	* 16.0	

STRUCTURAL SECTION

** NEW WORK



* See remarks Page 2.

NOTED
E. S. HUNTER

-over-

Submitted by _____ Base Design Engineer

Recommended by _____ Engineer of Materials and Research

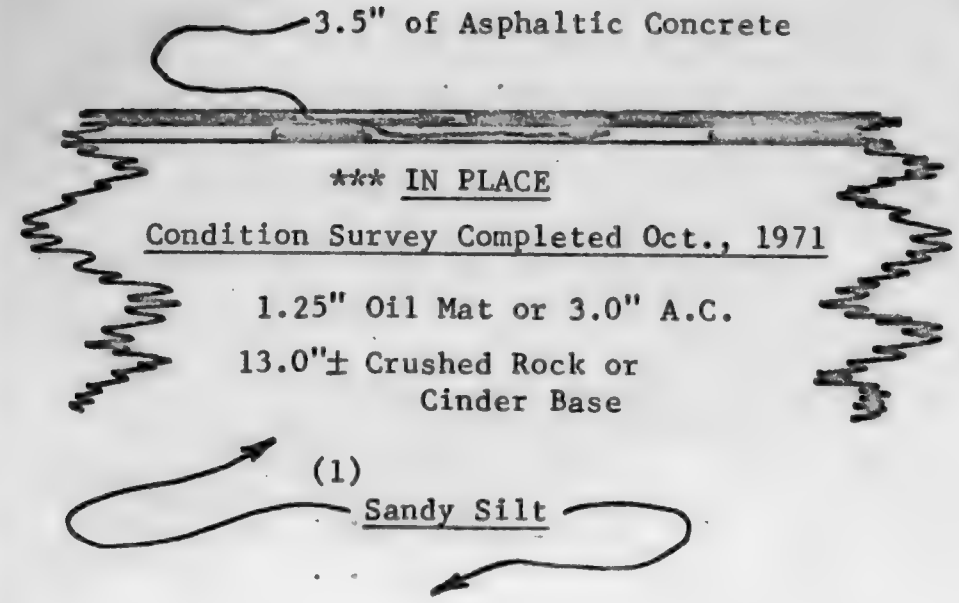
Recommended by _____ Location Engineer

Approved by _____ Asst. State Highway Engineer

[redacted]
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

County-City (2)

STRUCTURAL SECTION
EXISTING ROADWAY
(Where Utilized)



CBE Total Requirement = 17.5"

Credit	Actual Thick.	Component
7.0	3.5	A.C.
	IN PLACE Average	
3.0	2.0	Oil Mat or A.C.
6.5	13.0	Crushed Rock or Cinder Base
16.5	18.5	

*** From 5th Street to 3rd Street --- 18.0' Width.
From 3rd Street to 2nd Street --- 38.0' Width.

STRUCTURAL SECTION

Credit	Actual Thick.	Component

SECTION: "E" Street

HIGHWAY: City of North Powder

COUNTY: Union

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
		N O N E			

Remarks:

The surfacing thickness has been increased to approximately equal one-half the depth of reported frost penetration, as subgrade samples tested were frost susceptible.

** New Work consists of widening an existing 18' roadway to a paved 38' width.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

NEW WORK

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

CREDITS FOR EXISTING ROADWAY MATERIALS

1.0"	Oil Mat or A.C.	=	1.5"	Aggregate Base
1.0"	Base	=	0.5"	Aggregate Base

TRAFFIC ANALYSIS

SECTION: "E" Street

HIGHWAY: City of North Powder

COUNTY: Union

300 Present ADT (1972)

5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	11	1.5	17	14	450	6,300
3	4	1.5	6	5	1000	5,000
4	0	---	--	--	1250	- - -
5	0	---	--	--	3180	- - -
6	0	---	--	--	2570	- - -
				19	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 11,300

TWENTY YEAR EWL 226,000

TRAFFIC COEFFICIENT 5.6

SECTION: "E" Street

HIGHWAY: City of North Powder

COUNTY: Union

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Not applicable.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: See remarks.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This is a short (0.23± mi.) project and traffic does not warrant the use of C.R.P.C.C.

UPE CE RPE

MEMO TO FILES

January 27, 1972

Re: Footpaths and Bike Trails
SCA Projects
Haines, Heppner, John Day, Chiloquin, Island City,
Jefferson, Mt. Angel, North Powder, Sheridan,
Sherwood, and Veneta

Footpaths and bike trails will not be established under these projects as per ORS Chapter 366, Section 2, subsection 3(a) which states that "The amount expended by the commission or by a city or county as required or permitted by this section shall never in any one fiscal year be less than one per cent of the total amount of the funds received from the highway fund. However, this subsection does not apply to a city in any year in which the one per cent equals $250 or less."

Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt

cc: R. L. Schroeder
F. L. Hall
W. J. Hart
V. D. Wolfe
L. H. Young
W. H. Tebeau

RECEIVED
JAN 6 - 1972

7807

PREFIX NO. 331-1408

LOCATION PROSPECTUS
NORTH POWDER ("E" STREET) SECTION
CITY STREET -- UNION COUNTY

1-4-72

HIGHWAY: "E" Street.

TERMINI: On "E" Street between 2nd Street and 5th Street. A distance of 1240 feet.

PROGRAM: 1972 Special City Allotment Project.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimate of cost for the reconstruction of this street on the existing alignment. Drainage problems will be worked out at time of survey. Soils investigations will be necessary.

TYPICAL SECTION: Two 12-foot travel lanes with 4-foot paved shoulders on each side.

ACCESS: No change.

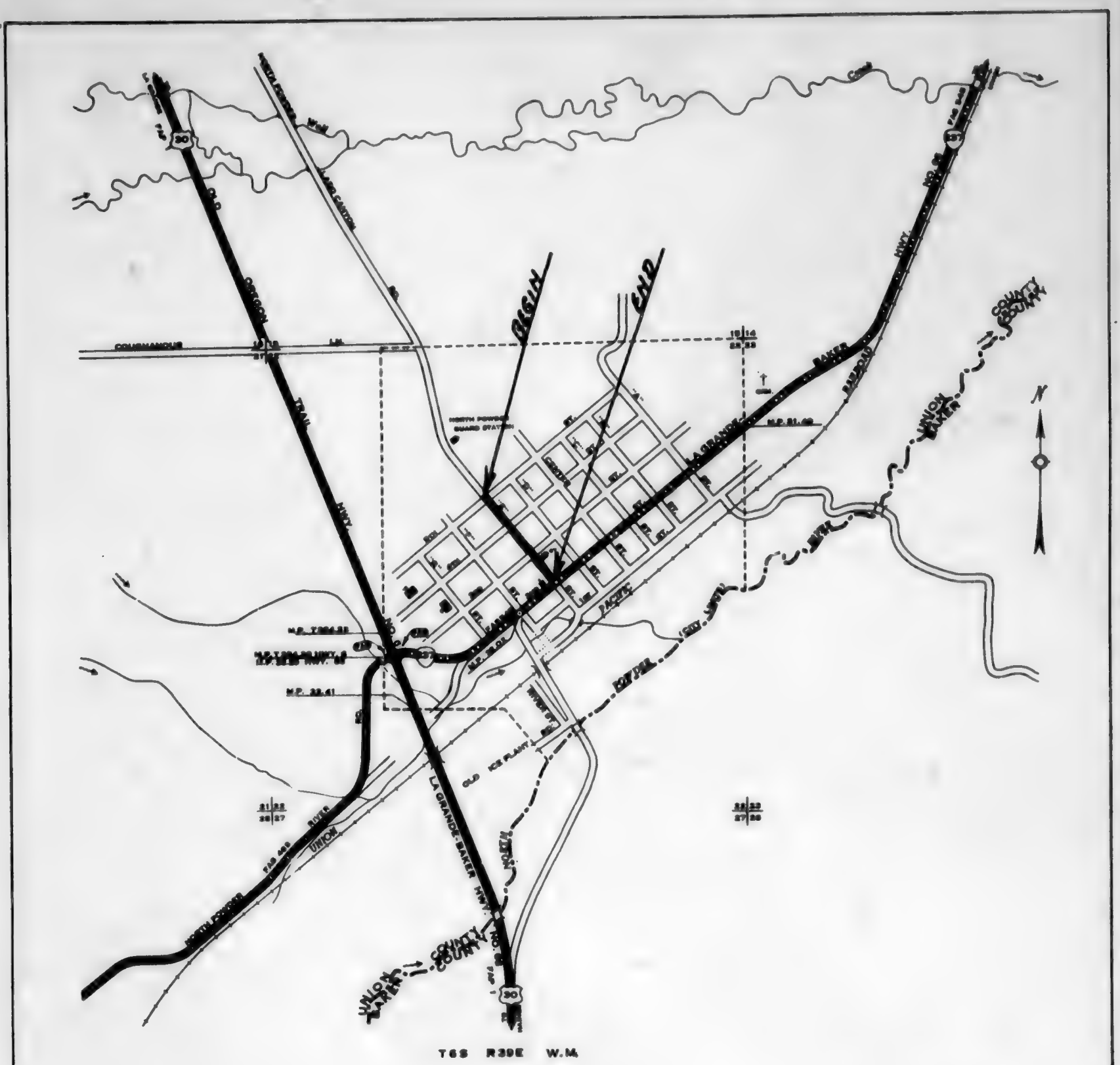
AGREEMENTS: Routine City agreement.

ADD'L FACILITIES: No railroads, bridges or airports involved.

January 4, 1972
Attachment

cc: W. E. Schwartz
E. S. Hunter
R. L. Schroeder
L. E. George
W. J. Hart (4)
F. D. Morgan
L. H. Young
R. N. Chase
B. L. Gifford
V. J. Johnson
R. E. Olson
J. A. Rowland
C. G. Swenson
F. E. Terpin
F. W. Yarbrough (2)
Tom Edwards
A. E. Johnson
R. N. Bothman
F. L. Hall
D. H. Moehring (3)
V. D. Wolfe
J. M. Cartwright (2)
H. S. Cox (2)
W. N. Hackleman
A. D. Olson
R. W. Prentiss
R. E. Royer
W. H. Tebeau
G. C. Wills

RECEIVED
JAN 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER



LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

NORTH POWDER

UNION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 400

Scale in Feet

Revised September 1980

☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RP

December 8, 1971

Mrs. Audrey Wisdom
City Recorder
City Hall
North Powder, Oregon 97867

Dear Mrs. Wisdom:

On November 24, 1971, the State Highway Commission took under consideration the city's request for a 1972 Special City Allotment project on "E" Street to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the attached project description and city map, showing in red the limits of the approved project. Also attached are regulations pertaining to these projects.

You will be contacted in the near future concerning construction details.

Very truly yours,

R. L. Porter
State Highway Engineer

By

H. S. Cox
County and City Engineer

OHN:ljt
Att.

cc: H. S. Coulter

S.C.A. Investigation Data

City of North Powder Date 8/16/71 Div. IV
Population: 1966 355 1971 342
Street "E" Street from 2nd St. to 5th St.

No. previous projects 2
Last project 1967 (year)
Total SCA funds $ 23,352
Funds/capita $ 68.28
Average/capita $ 79.87

EXISTING

Surface now in place: A.C. ____ Oil x Gravel ____ Concrete ____
Surface width: 18 feet, Shoulder-shoulder width: ____ feet
C-C width: ____ feet, R/W width: ____ feet
Remarks:

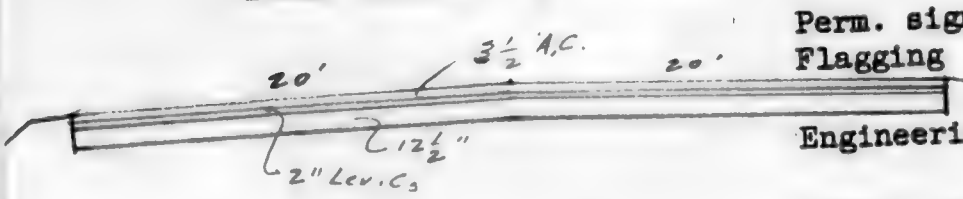
PROPOSED

Surfacing: A.C. ✓ Oil ____ Other ____
Pave. width: 40 feet, Shoulder width 40 feet, C-C width: ____ feet
BASE DESIGN: A.C. 3½ inches, Leveling 2" inches, Base 12½ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.25 mile, 1320 feet. Type curb: None
Remarks:

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 800
Clearing & grubbing	all	all	L.S.	—
General excavation	c.y.	3230	2.25	7268
Finishing roadbed & slopes ($1,500)	mile	—		
Trench excavation	c.y.	174	6.00	1044
Watering	M-gal.	93	6.00	558
Level material (3/4-0)	c.y.	475	7.00	3325
Base material Grid+Rolled Base	c.y.	2900	4.00	11,600
Asphalt	ton	1238	17.00	21,046
Binder	all	all	L.S.	1000
Concrete inlets 68-1	each	7	200.00	1400
Culvert pipe	lin. ft.	514	6.50	3290
Concrete curbs	c.y.	—		

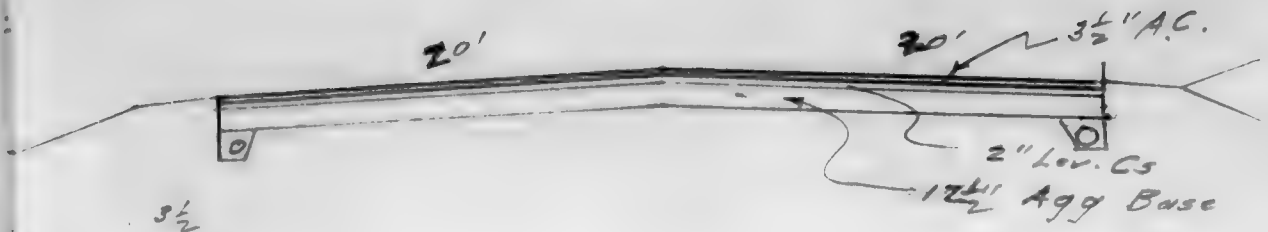
*Items include 10% allowance

	Total	$ 51,331
Perm. signing ($100/intersection)		100
Flagging		400
	Total	$ 51831
Engineering & contingencies (20%)		
	Total	$ 62,197
City's estimated share of survey		1196
	TOTAL ESTIMATED COST	$ 63393



2000 x 37,197 = 62197

Say 64,000 3 blocks -
$48.5 / ft 2 blocks would cost $42,000



North Powder
"E" Street from 2nd St
to 5th St

Length 0.305
.07
0.235 Mi =

1240'
80' Extra
1320'

3½
2
12½
18"

Gen'l. Exc. $\frac{1.5 \times 40 \times 1320 \times 1.1}{27} =$ 3230 C.Y.

Trench Exc $\frac{514 \times 2.5 \times 3.0 \times 1.1}{27} =$ 156 C.Y.

440
74
514 12"

450' perf 6" = 18 C.Y. Tr. Exc

Tot. Trench Exc 174 C.Y.

12" Culvert Pipe 514'

Spec. backfill 15 C.Y.

Base $\frac{1.04 \times 1320 \times 40 \times 1.43}{27} =$ 2900 C.Y.

Lev. Cs $\frac{0.17 \times 1320 \times 40 \times 1.43}{27} =$ 475 C.Y.

Watering 3375 x 0.0275 = 93 M-Gals

A.C. Paving 13.20 x 93.6 = 1238 Tons

Binder Cs 4,000 x 0.25 = $1000

$\frac{64,000}{1320} = \frac{\$41,600}{858}$

"E" St from 2nd St to 4Th St

0,225
- 0,070
0.155 Mi = 818
40' Extra
858'

00 5TH "E" St

0.07 4Th

0.12 Alley
0.15 3rd

G.A. Craig
Mayor

2nd

18.5

0.225 ~~1st~~

---

00 1st "E" St N. Powder

0.07 2nd

0.11 Alley

0.15 3rd

0.185 Alley

0.225 4Th

0.265 Alley

0.305 5Th

0.34 Alley

N. Powder 7/20/N
E. Street

First

Rem
225'±E' Snk

This block is strong (to alley)

Walk on S. side is
Walk is broken beside

Knillows Ford
Also Stubbed Pole out to sidewalk

Rem. 220 x 8' Snk

Floor el. is high 20" above Gutter

Walk broken
& off Grade

Burned Bldg

Stone

Concrete

FA 5 545

2nd

Stone P.O.

Granite

Alley

Rem. 34'± Snk's

64' bet. P.L.'s opposite walk

Rem. Pole's opposite 38

13 P. Poles

6 Tel. Poles

8' Walk broken
Two Tiers

Floor level with Roadway
60' between Pole lines

Ditch

Stone Conc.

132' 132'

Good Point this Blk

Tr. H.

12" Culvert 40' Hard

12" Culvert 32'

12" Conc

3rd

15" Conc 60'

(5' walks W. of 3rd)

12" Conc 400' 6" Perf.

MH.

72' Conc 12"

12" 37'

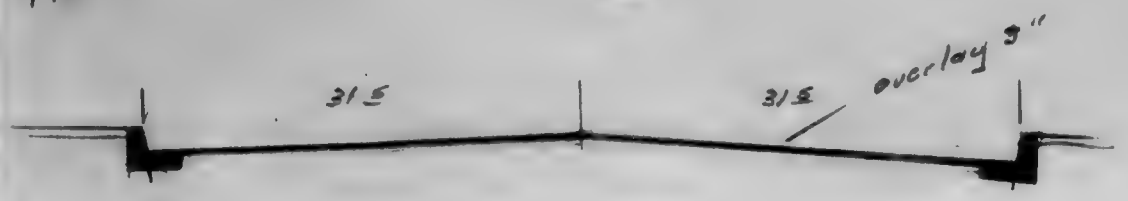
4TH

6" Perf.

16' Oil Mat 6" Perf.

37 Wk | 32 Wk | 29 Tk | 20 Dirt | 14 Sho Grad | 9 Co | 9 Co | 14 Sho | 31 P.P | 33 Wk Pk | 5TH

7 Pow. Poles E. of 3rd



North Plains
"E" St

length 1st to 3rd
0.15 mi 782'
80 Extra
860

3" Asphalt 120.4 x 8.6 = 1035 Tons

6.5 Tons patching 1100 Tons

"A" Curbs 1580 x 0.054 = 86 C.Y.

Remove old Surf 1420 x 8 = 11350/9 = 1260 Sq Yd

~~445~~
315
35
351
1420

3 Adjust Manholes

6 G-1 Inlets

12" Sewer Pipe 180'

180 x 3.0 x 2.5 x 1.1 / 27 = 55 C.Y.

E. St from 3rd to 5th 0.155 Mi. 820'
80' Extra
900
1000 Tons

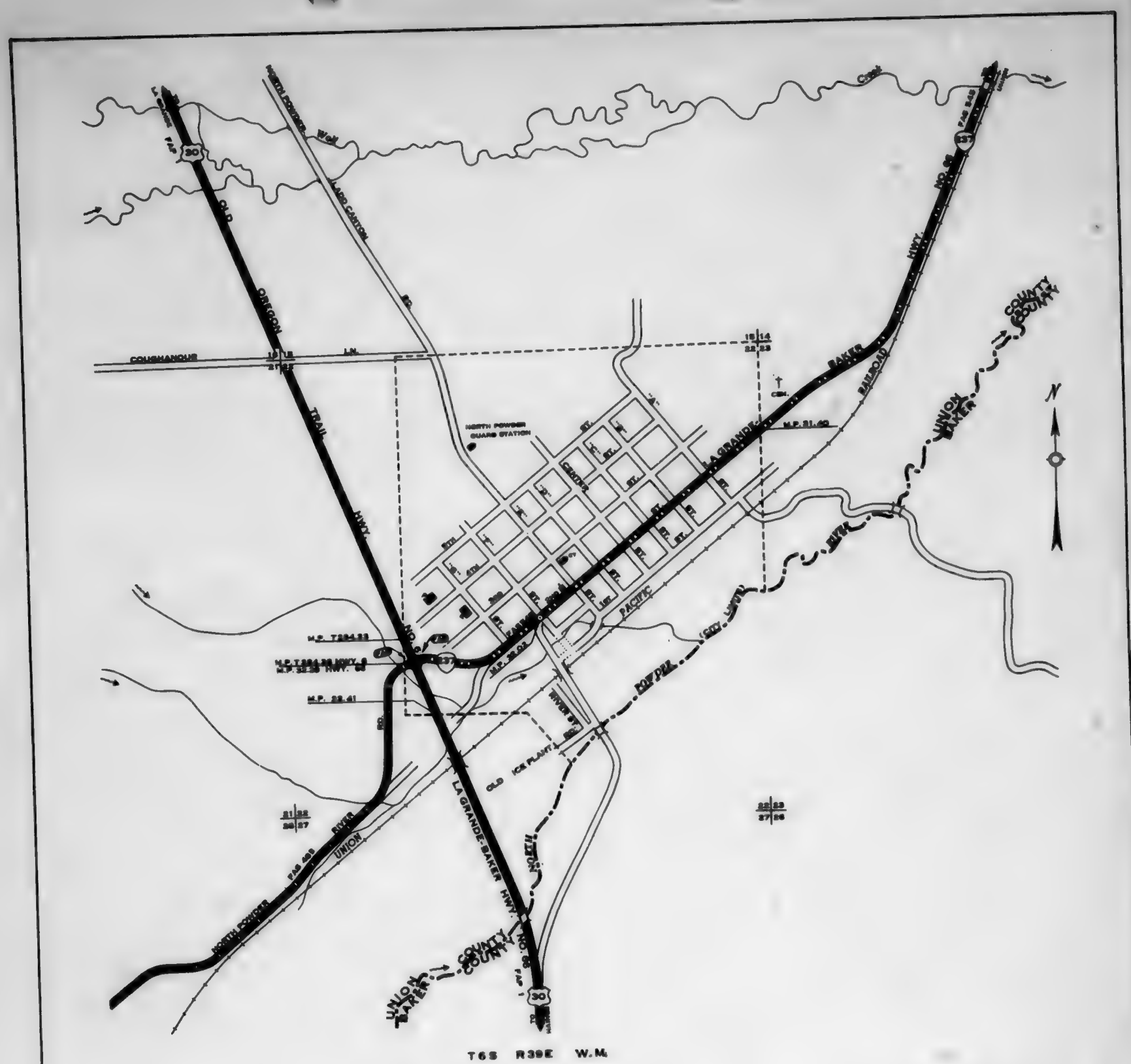
5" AC 32' Wide 107.0 x 9.0 = 963 Tons plus 37 Tons patching

Shoulder Rock 900 x .4 x 2.0 x 143 / 27 38 C.Y.

32' 4" over. 1st to 3rd 782' x 85.6 = 672 Tons
5" overlay 3rd to 5th 820 x 107.0 x 875
1545 Tons

1545 x 1400 = 21,600
4320
25,920

26 000



LEGEND

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- FEDERAL AID PRIMARY SYSTEM
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- INTERSTATE NUMBERED ROUTE (FAI)
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- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

No County Roads within Corp City Limits 7/9/71 O.H.L.

NORTH POWDER

UNION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 496

Scale in Feet

Revised September 1968

S.C.A. Investigation Data

City of North Powder Date 8/16/71 Div.___
Population: 19___ _____ 19___ _____
Street "E" St from 3rd to 5Th
_____
_____

No. previous projects 2
Last project _____ (year)
Total SCA funds $_____
Funds/capita $_____
Average/capita $_____

EXISTING

Surface now in place: A.C. ____ Oil____ Gravel____ Concrete_____
Surface width: _____ feet, Shoulder-shoulder width: _____ feet
C-C width: _____ feet, R/W width: _____ feet
Remarks: _____

PROPOSED

Surfacing: A.C. _____ Oil _____ Other_____
Pave. width: _____ feet, Shoulder width _____ feet, C-C width: _____ feet
BASE DESIGN: A.C. 5" inches, Leveling Sho. Rock inches, Base _____ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: .155 mile, 820' feet. Type curb: None
Remarks: I talked to Mayor C.A. Craig – He wants a narrow pave. jot the full length. He said their water system expense has used up their money.

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.			
Concrete sidewalks	sq. yd.			
Trench excavation	c.y.			
Watering	M-gal.			
Level material (3/4-0) Sho. Rock	c.y.	40	8.00	320
Base material	c.y.			
Asphalt	ton	1000	14.00	14000
Binder	all	all	L.S.	
Concrete inlets	each			
Culvert pipe	lin. ft.			
Concrete curbs	c.y.			

*Items include 10% allowance

Total	$ 14,320
Perm. signing ($100/intersection)	
Flagging	200
Total	$ 14520
Engineering & contingencies (20%)	2940
Total	$ 17,460
City's estimated share of survey	
TOTAL ESTIMATED COST	$

15,000

S.C.A. Investigation Data

City of North Powder Date 8/16/71 Div. V.
Population: 1966 355 1971 342
Street "E" St. from 2nd to 5th St.

No. previous projects 2
Last project 1957 (year)
Total SCA funds $ 23,352
Funds/capita $ 68.28
Average/capita $ 79.87

EXISTING

Surface now in place: A.C. ____ Oil ____ Gravel ____ Concrete ____
Surface width: ____ feet, Shoulder-shoulder width: ____ feet
C-C width: ____ feet, R/W width: 80' feet
Remarks: 60' between pole lines, 64' between walks - paved full width. 2½ Blocks 1½ [illegible]
18' oil mat at w. end of job.

PROPOSED

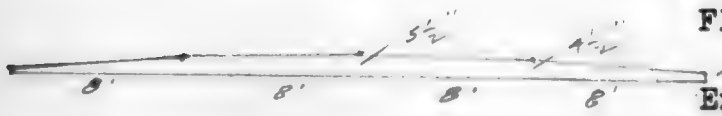
Surfacing: A.C. ____ Oil ____ Other ____
Pave. width: 24 feet, Shoulder width 4 Pave feet, C-C width: ____ feet
BASE DESIGN: A.C. 4½ inches, Leveling — inches, Base — inches
Lime T.S.G. — inches, Blanket — inches, P.M.B.B. — inches
Length: ____ mile, 1240 feet. Type curb: No Curbs
Remarks: Soils Dept. to design section. City has no money.
Adjust project length to fit money

ESTIMATE Item	Unit	Gross*	Price	Amount	
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500	
Clearing & grubbing	all	all	L.S.	—	
General excavation	c.y.	—			
Finishing roadbed & slopes ($1,500)	mile				
Trench excavation	c.y.	48	8.00 10%	384	480
Watering	M-gal.				
Level material (3/4-0)	c.y.	66	7.00 6%	462	396
Base material	c.y.	—			
Asphalt	ton	1161	14.00 10%	16,254	11,610
Binder	all	all	L.S.		
Concrete inlets GB-1	each	7	190.00 20%	1330	1400
Culvert pipe 12-Inch	lin. ft.	160	7.00 6%	1120	960
Concrete curbs	c.y.	—			
Adjust MH's	each	3	100.00	300	300

*Items include 10% allowance

	Total	$ 20,350	15146
Perm. signing ($100/intersection)		100	100
Flagging		200	200
	Total	$ 20,650	15346
Engineering & contingencies (20%)		4130	
	Total	$ 24,780	18475
City's estimated share of survey			
	TOTAL ESTIMATED COST	$	

Say $25,000



S.C.A. Investigation Data

City of North Plains Date 7/20/71 Div.___
Population: 19__ _____ 19__ _____
Street "E" St. from 2nd to 5th St

No. previous projects ____
Last project _____ (year)
Total SCA funds $_____
Funds/capita $_____
Average/capita $_____

EXISTING

Surface now in place: A.C. ____ Oil X Gravel____ Concrete_____
Surface width: 18' feet, Shoulder-shoulder width: 28 feet
C-C width: _____ feet, R/W width: _____ feet
Remarks: 60' between Pole lines.

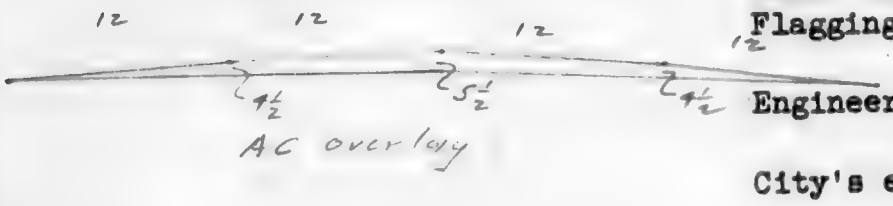
PROPOSED

Surfacing: A.C. _____ Oil _____ Other_____
Pave. width: _____ feet, Shoulder width _____ feet, C-C width: _____ feet
BASE DESIGN: A.C. _____ inches, Leveling _____ inches, Base _____ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.235 mile, 1240 feet. Type curb: No Curbs.
Remarks: Overlay exist

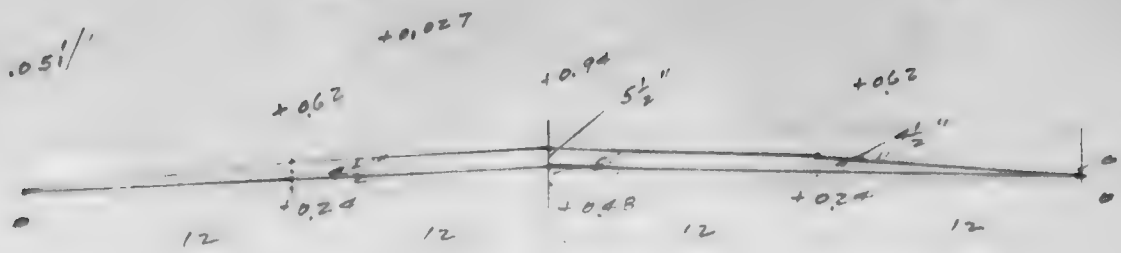
ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500
Clearing & grubbing	all	all	L.S.	—
General excavation	c.y.			—
Finishing roadbed & slopes ($1,500)	mile			—
Trench excavation	c.y.			—
Watering	M-gal.			—
Level material (3/4-0)	c.y.			—
Base material	c.y.			—
Asphalt	ton	1443	13.50	19,480
Binder	all	all	L.S.	
Concrete inlets	each			
Culvert pipe by City	lin. ft.			
Concrete curbs	c.y.			
Adjust Manholes	each	3	100.00	300
Tack Coat	Tons	2	100.00	200

*Items include 10% allowance

Total	$ 19,980
Perm. signing ($100/intersection)	100
Flagging	200
Total	$ 20,280
Engineering & contingencies (20%)	4056
Total	$ 24,336
City's estimated share of survey	
TOTAL ESTIMATED COST	$_____



Say $25,000



N. Powder
7/20/71

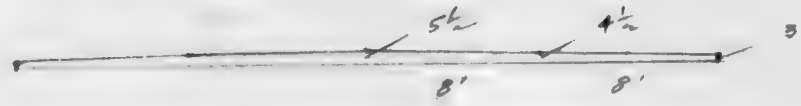
N. Powder
"E" St From
2nd to 5th
0.295 Mile length 1240'

116.3 x 12.4 = 1443 Tons A.C.

Tack Coat 48 x 1240 x 0.0000182 = 1.1 Tons Say 2 Tons

Adjust Manholes 3

This 8/16/71



A.C. (53.5 + 40.1) 12.4 = 1161 Tons

Lev. Cs $\frac{0.25 \times 4.0 \times 1240 \times 1.43}{27}$ = 66 C.Y.

Trench Exc

160' - Sew. Pipe 12"

S.C.A. Investigation Data

City of North Ponder Date _____ Div. ___
Population: 19__ _____ 19__ _____
Street "E" Street from First to Third
_____
_____

No. previous projects ____
Last project _____ (year)
Total SCA funds $_____
Funds/capita $_____
Average/capita $_____

EXISTING

Surface now in place: A.C. 3" overlay Oil____ Gravel____ Concrete_____
Surface width: _____ feet, Shoulder-shoulder width: _____ feet
C-C width: 63' feet, R/W width: _____ feet
Remarks: _____
_____
_____
_____
_____

PROPOSED

Surfacing: A.C. _____ Oil _____ Other_____
Pave. width _____ feet, Shoulder width _____ feet, C-C width: _____ feet
BASE DESIGN: A.C. _____ inches, Leveling _____ inches, Base _____ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: _____ mile, _____ feet. Type curb: _____
Remarks: _____
_____
_____

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500
Clearing & grubbing	all	all	L.S.	—
General excavation	c.y.			—
Concrete sidewalks	sq. yd.	1260	6.00	7560
Trench excavation	c.y.	50	5.00	275
Watering	M-gal.	—		
Level material (3/4-0)	c.y.	—		
Base material	c.y.	—		
Asphalt	ton	1100	14.00	15,400
Binder	all	all	L.S.	
Concrete inlets	each	6	200	1200
~~Culvert~~ pipe Sew. Pipe	lin. ft.	180	4.00	720
Concrete curbs "A" Type	c.y.	86	60	5160
Remove old Surf	Sq Yd	1260	15.0	1890

*Items include 10% allowance

	Total	$ 32,705
Perm. signing ($100/intersection)		200
Flagging		300
	Total	$ 33 205
Engineering & contingencies (20%)		6641
	Total	$ 39 846
City's estimated share of survey		595
	TOTAL ESTIMATED COST	$ 40441

7560
5160
12720
1600 + 14846 = 39846
Say 41,000

SCA

PROJECT DATA, CITY OF North Powder Date July 6 - 1971

To be financed by Special City Allotment Fund and necessary city funds.

Street name Third Street
(Locate project on attached map.)

Project length 4 Blocks

DESIRED STREET SECTION:

Standard roadway; width of travel way: 20 feet, width of shoulders: 20 feet

Curbed section; width curb to curb: 60 feet

Remarks Resurface all of E Street which is now Oiled.

Surface now in place: Oil ___ Paving ___ Gravel X

Present surface width: 20 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ___ No X

State to furnish right-of-way descriptions? Yes X No ___

Give width of intersecting streets: _____

Are intersecting streets curbed? Yes ___ No X

Remarks All streets 60 Feet wide except Center which is 80.

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ___ No ___

Width between present curbs: _____ feet

City to construct curbs? Yes ___ No ___

To be constructed as part of project? Yes ___ No X

Length of desired radius on curb returns: _____ feet

Does city desire special type of curbs? Yes ___ No ___

Explain: No Curbs required.

RECEIVED
COUNTY & CITY SECTION
JUL - 7 1971
ENGR. ✓ ... UPE CE RE RPE

(Just one sheet)

3-1-71

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of NORTH POWDER is an incorporated city of the State of Oregon and has a population of 342 as given by the latest official census; and

WHEREAS, the following streets of said city, "E" Street as outlined in blue on the attached map and Third Street as soon on the map.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are 'receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

:c-50, 1959 Rev.)

4. That the City of North Powder does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate C. A. Craig as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 1st day of March, 1971.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of North Powder at a regular or special meeting of said Council, held on the 1st day of March, 1971, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 25th day of June, 1971.

Audrey Wisdom
City Recorder

(cc-50, 1959 Rev.)

HIGHWAY CLASSIFICATION

	State (Red)	Federal (Green)
PRIMARY	6	6
SECONDARY	000	000
OTHER	CO.	N.F.D.

SIGNED ROUTES

INTERSTATE 6
U.S. 00
ORE 00

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- CH – City Hall
- CT – Court House
- A – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

NORTH POWDER

UNION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 399

Scale in Feet

August 1963

7805 Beaverton-Progress Sec. of Beav.- Tigard Hwy. south of Beaverton. (Roadside improvement) 1972

STATE COPY 7205 9-11-75

CC: OSHD (H S Coulter
Wash DC (HHO-32)
G K Hossner

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
LSS-628(2)	Washington	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project involved furnishing and placing topsoil, construction of an asphalt concrete maintenance strip, and furnishing and planting trees, vines, and shrubs. The work was performed on the Beaverton-Progress section of the Beaverton Tigard Highway 1 mile south of Beaverton.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Landscape Services, Inc. and L & R Nursery	$ 87,233.00

7. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE *(SHD Official)* [signature]

TITLE Constr. Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
SEP 15 1975
Office of
Assistant State Highway Engineer

9-15-75

NOTED
H. S. COULTER

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width — feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
Y003	0.0	—	—	—

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
P.E O'Neil, Asst. Area Engr	4-10-74

12. IN COMPANY WITH J. Cochell, Res. Engr., R. Olsen, Ldsp Architect & E. Russell, Contr.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE [signature]		16. SIGNATURE [signature] E. J. Valach	
14. TITLE Area Engr	15. DATE 9-10-75	17. TITLE District Engineer	18. DATE 9-11-75

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

7805

8

June 13, 1974

United Pacific Insurance Co.
Fidelity and Surety Department
P.O. Box 1215
Tacoma, Washington 98401

Gentlemen:

On June 11, 1974, we wrote to you concerning release of final payment on Contract No. 7805 awarded to Landscape Services, Inc., and L and A Nursery for roadside improvement on the Beaverton-Progress Section of the Beaverton-Tigard Highway in Washington County.

Final payment on this contract is $1,000 and the total contract amount is $90,946.60 including $2,188.65 for work performed under force account.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

fkn

cc Landscape Services, Inc.
and L & A Nursery
P. O. Box 7136
Salem, OR 97303

C. T. Keasey
Walt Hart
V. E. Shoeg Attn: Dick Hacek
Ed Hardt

7805

June 11, 1974

United Pacific Insurance Co.
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7805 awarded to Landscape Services, Inc., and L & R Nursery for roadside improvement on the Beaverton-Tigard Highway in Washington County was completed on November 14, 1973, and accepted by the Administrator and State Highway Engineer on June 7, 1974.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before June 16, 1974.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Read
COMMISSION SERVICES

fhm

cc Landscape Services, Inc
and L & R Nursery
P. O. Box 7136
Salem, OR 97303

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on June 7, 1974 I accepted the following:

Contract No. 7743, Work Completed Dec. 30, 1972

Project Ross Island Br.-S. E. Reedway Street

Highway Pacific East County Multnomah

Type of Work Roadside Improvement

Contractor Cascadian Landscapers, Inc.

Contract No. 7805, Work Completed Nov. 14, 1973

Project Beaverton-Progress

Highway Beaverton-Progress County Washington

Type of Work Roadside Improvement

Contractor Landscape Services, Inc. and L & R Nursery

Administrator and
State Highway Engineer

7805

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: May 9, 1974

In reply refer to: 10-41-DA

SUBJECT: Oregon Project LSS-628(2)
Beaverton-Progress

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Keasey's letter dated May 1, concerning State Force Order No. 1.

The use of State Forces is approved as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contract work is complete and the contractor does not have the men or equipment on the project to perform the work.

2. The State has the necessary men and equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith. The estimated total costs of the work to be done under this order is $1,500.00 with Federal participation of $1,500.00.

for G. L. Green

Enclosure
State Force Order No. 1

cc:
Region (10-00.34) (2 cys)
w/2 cys OSHD Ltr. &
1 cy SFO

RECEIVED
MAY 20 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAY 17 74
REGION 3

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Beaverton-Progress ~~Roadside Improvement~~ Date 4/15/74, 19

Highway Beaverton-Tigard Contract No. 7805 F. A. Project No. LSS-628(2)

County Washington Prefix 134-0906 Account No. 234-1

Description of Work To Be Done: Install pipe drains at several locations, throughout project, to control water runoff and prevent further slope erosion.

APPROVED EFFECTIVE DATE 4-4-74
Contingent upon modification of project agreement if additional f[illegible] required
BY E. J. Valach
Dist Engine
DATE 5-9-74
[illegible] HIGHWAY

Location by Station Numbers: Throughout project

Estimate of Quantities and Costs:

Labor	$500.00
Material	500,00
Equipment	500.00
Total	$1,500.00

Explanation: The installation of several drains is necessary in order to prevent further slppe erosion cuased by excessive runoff.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 101,713.79
Present estimate of project cost, including $ 1,500.00 for work under this order	$ 102,446.60
Expected ~~under-run~~ over-run (amount)	$ 732.81
Expected ~~under-run~~ over-run (per cent)	1

Space to right of this line is for use of Salem Office

Submitted by: James W Cahill
Resident Engineer

Approval Recommended: [illegible]
Division Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

Approved: [illegible]
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer or~~
~~Office~~ Engineer.

Donald M. Hall
State Printing

7805

May 3, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM V. L. Gallagher for
C. T. Keasey
Construction Engineer

Federal-aid Project
No. LSS-628(2)

SUBJECT Request Contract Acceptance

Contract 7805, Work Completed November 14, 1973

Project Beaverton-Tigard

Highway Beaverton-Tigard

County Washington

Establishment Period Ended April 10, 1974

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date _____

Conditions not acceptable:

G. L. Green
Division Engineer

VG:pr
cc: F. B. Klaboe
C. T. Keasey

7805

May 1, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM V. L. Gallagher for
C. T. Keasey
Construction Engineer

Federal-aid Project
No. I.SS-628(2)

SUBJECT Request Change Order Approval

Contract 7805, State Force Order No. 1

Project Beaverton-Progress

Highway Beaverton-Tigard

County Washington

The Order covers State forces installing pipe drains at various locations throughout the project to control water runoff and prevent further slope erosion. The contract work has been completed and the contractor does not have men or equipment on the project to do the work. The State has the necessary men and equipment to perform this work.

The estimated total cost for work to be done under this order is $1,500 with Federal participation of $1,500. Reimbursement on an actual cost basis is requested.

Attached are copies of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on April 4, 1974.

Your approval as of April 4, 1974 is requested.

Attach.

JK:or

7805

5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Beaverton - Progress	WEEK ENDING: 4/13/74
		SECTION PREFIX: 134-0906
	HIGHWAY: Beaverton - Tigard	COUNTY: Washington
NAME OF JOB: Beaverton - Progress	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Landscape Services, Inc. & I&R Nursery	CONTRACT NUMBER: 7805	FEDERAL AID PROJECT NUMBER: ISS 628(2)
DATE OF CONTRACT: August 25, 1972	DATE WORK STARTED: September 18, 1972	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS ---	WORK DAYS USED ---
	SPECIFIED CALENDAR DAYS ---	CALENDAR DAYS USED ---
PROJECT AUTHORIZATION: $ 101,713.79	SPECIFIED COMPLETION DATE: March 31, 1973	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 92,830.49	ENGINEERING AUTHORIZATION $ 8,883.30	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 92,608.09	ENGINEERING COST TO DATE $ 9,980.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 112%	DATE PROJECT WAS COMPLETED: 11/14/73

ESTIMATED PERCENT COMPLETE (ROADWORK)

~~CLEARING~~	~~DRAINAGE~~	~~GRADING~~	~~BASE~~ Topsoil 100	~~OIL AND/OR PAVE~~ Trees 100	~~MAINT. PROD.~~ Shrubs 100	Vines 100	Asph. Pave. Strip 100
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			0.88	0.88	0.88	0.88	0.88
MILES PARTIALLY COMPLETED							
MILES COMPLETED			0.88	0.88	0.88	0.88	0.88
TOTAL ESTIMATED QUANTITIES (CONTRACT)			470	120	3,900	57,000	680
TOTAL QUANTITIES CORRECTED TO DATE			588	133	3,900	53,746	582
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			588	133	3,900	53,746	582
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK: ~~None~~ Hand tools

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	7	Partly cloudy			
MONDAY	8	Overcast			
TUESDAY	9	Rain			
WEDNESDAY	10	Overcast			
THURSDAY	11	Showers			
FRIDAY	12	Partly cloudy			
SATURDAY	13	Fair			

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Scofield
Glenn
Berg

RECEIVED
APR 15 1974
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 7	No activity
8 MONDAY	Weeding bearberry beds
9 TUESDAY	Weeding bearberry beds
10 WEDNESDAY	No activity. Final inspection made today. Project accepted.
11 THURSDAY	N.A.
12 FRIDAY	N.A.
SATURDAY 13	N.A.

REMARKS

Two days were spent weeding bearberry beds. On Wednesday, April 10,1974, a final inspection was held on the project by Messrs. Pat O'Neil, FHWA, J.W. Cochell & Roy Olson OSHD. The project was accepted at this time. The establishment period is now ended. Third notification has been submitted. Anticipatesubmitting semi-final next week. This is the last report on this project.

cc: FHA
Construction ~~(2)~~
Region Office
Roy Olson
File

SIGNED James W. Cochell LOCATION Sylvan

James W. Cochell

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

#1805

STATE COPY

cc: OSHD (H S Coulter)
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	7	Washington	Oregon

IN COMPANY WITH

J. Coghell, Res Engr; R. Olson, Landscape Architect; K. Russell, Contractor

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
4-10-74	P. E. O'Neil, Assistant Area Engineer	LSS-628(2)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %
Satisfactory	Satisfactory	100	100

COPY SENT

MAY 01 1974

REGIONAL OFFICE

BEAVERTON - PROGRESS SECTION
Beaverton-Tigard Freeway
Roadside Improvement

The original plantings with exception of the State hybrid bearberry were completed by March 1973; however, due to the scarcity of State hybrid bearberry plants caused by the severe weather conditions in December 1972, the contractor was not able to complete his work by the March 31, 1973 deadline. The State initiated Price Agreement #1 to allow the contractor to complete the replacement planting of the State hybrid bearberry in the fall of 1973 and to further extend the establishment period on the State hybrid bearberry to the spring of 1974. All the replacement plantings were completed on November 14, 1973. All plantings and their beds were in acceptable condition and acceptance of the project is recommended.

Extensive slope erosion due to surface runoff from adjacent properties has occurred at the Progress Interchange. Since the contractor has completed his work and is unwilling to take on the corrective work, it was recommended that State forces make the repairs.

RECEIVED

MAY 2 1974

Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

Form FHWA-1446A (12-73) Formley PR-33B

Previous Editions Of PR-33 B Will Not Be Used.

7805 12-19-73

STATE COPY

cc: OSHD (H S Coulter)
Region
Wash DC
Area Engr Bryant

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cat

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION Semi- ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	7	Washington	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
12-19-73	P. E. O'Neil, Asst Area Engineer	~~I-5S-628(2)~~

IN COMPANY WITH
J. Cochell, Res Engr; D. Adams, Reg Constr Engr; W. N. Bryant, Area Engr, FHWA.

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	100 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

JAN 07 1974

BEAVERTON-PROGRESS SECTION
BEAVERTON-TIGARD FREEWAY
Roadside Improvement

REGIONAL OFFICE

The original plantings with exception of the State hybrid bearberry were completed in March 1973; however, due to the scarcity of State hybrid bearberry plants caused by the severe winter conditions in December the contractor was not able to complete his work by the March 31, 1973 completion date. The State initiated Price Agreement #1 to allow the contractor to complete the replacement planting of the State hybrid bearberry in the fall of 1973 and to further extend the establishment period on the State hybrid bearberry to the spring of 1974. The replacement plantings were completed on November 14, 1973. All of the beds with exception of the areas where the State hybrid bearberry were in excellent shape as far as weeding was concerned. In the bearberry beds there were some areas that need weeding. The resident assured me that this would be accomplished in the first part of January.

The only major overrun on this project was the topsoil. Part of the additional topsoil was incorporated into work in the vidnity of the parking lot. There was an AC strip removed under Extra Work Order #2 and topsoil was used to fill in the volume left by the AC strip.

A final inspection will be conducted on this project in the spring of 1974 at the end of the establishment period for the State hybrid bearberry.

NOTED 1-8-74
H.S. COULTER
by Young

RECEIVED
JAN 8 1974
Office of
Assistant State Highway Engineer

RECEIVED STATE HWY ENGR
JAN 8 '74
REFER TO (Coulter)
FOR
Info
Inves
R/D
D/R
Sign
Act
File

1/8/74

FORM PR-33B (7-70)

PREVIOUS EDITIONS WILL BE USED

7805

November 9, 1973

Landscape Services, Inc. &
L & R Nursery
P. O. Box 7136
Salem, OR 97303

Gentlemen:

We have reviewed your request for extension of the specified completion date from March 31, 1973 to October 31, 1973 on Contract No. 7805 for work on the Beaverton-Progress landscaping project on the Beaverton-Tigard Highway in Washington County.

Careful consideration was given to the reason you submitted. In light of the available facts and the provisions of the contract, the specified completion date is extended to November 15, 1973, which should delete all time liquidated damages on this project.

Very truly yours,

E. S. Hunter
Acting State Highway Engineer

cc: C. W. Head
F. B. Klaboe
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
L. W. Rulien
James Cochell
V. L. Gallagher

fw dpy

7805

November 9, 1973

TO Oregon Transportation Commission

FROM E. S. Hunter
Acting State Highway Engineer

SUBJECT Request for Time Extension
Beaverton-Progress (Landscaping)
Contract No. 7805

Landscape Services, Inc. and L & R Nursery have requested an extension of contract time from March 31, 1973 to October 31, 1973, based on the unavailability of certain plants that are needed. Bids were opened on this project July 28, 1972. All work was complete on February 20, 1973 except for the unavailable plants. A stop work order was in effect from April 1, 1973 to October 10, 1973. Liquidated damages accrue at the rate of $75 per day.

The required plants were very scarce during spring planting time this year and this scarcity has been acknowledged on several landscaping projects, including this one by means of Price Agreement No. 1. This no-cost price agreement documented the change to a fall planting of State Hybrid Bearberry.

I have therefore granted a time extension of the specified completion date to November 15, 1973. This is a Federal-aid LSS project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the November 21 meeting.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
H. S. Coulter
V. E. Skoog
C. T. Keasey
L. W. [illegible]ien
V. L. Gallagher
Gary Sund
R. E. Whipps

fw dpy

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 24, 1973

SUBJECT: Request for Time Extension
Beaverton-Progress (Landscaping)
Contract No. 7805

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

RECEIVED
OCT 25 1973
Office of
Assistant State Highway Engineer

Landscape Services, Inc. and L & R Nursery have requested an extension of contract time from March 31, 1973 to October 31, 1973 based on the unavailability of certain plants that are needed. The following are dates pertinent to the project:

Bids received	July 28, 1972
Contract sent	August 30, 1972
Work complete except unavailable plants	February 20, 1973
Specified completion	March 31, 1973
Stop work order in effect	April 1, 1973 to October 10, 1973

The delay in award was due to a problem about basis of bidding involving the Portland Hometown Plan. The project was ultimately awarded to this firm as the second bidder.

The required plants were very scarce during spring planting time this year and this scarcity has been acknowledged on several landscaping projects including this one by means of Price Agreement No. 1 which agrees to delay certain planting until the fall planting season when suitable plants were expected to be available. This was a no-cost price agreement merely documenting the change to a fall planting of State Hybrid Bearberry.

At the time the contractor submitted his request, he anticipated that he would be able to complete the planting by October 31, 1973. However, it now appears that November 15 would be a more realistic estimate.

Having already recognized the reason the contractor offers on his request when we approved Price Agreement No. 1, I would recommend that we extend the completion time to November 15, 1973. This should eliminate all liquidated damages which accrue at the rate of $75 per day. This is a Federally-funded LSS project. Letters to FHWA, the Commission and the contractor are attached.

KS/JAB:fw
Enc.
cc V. L. Gallagher

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 26, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 210 days to 424 days, within which to complete our Contract No. 1805, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See attached sheet.

Respectfully submitted,

Landscape Services, Inc.
Contractor

By George E. Lewis Jr.

CONSENT OF SURETY

Date April 30, 1973

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Paul Rangen
Attorney-in-fact
CURRY - KROPP - CATES, INC.

(SEAL)

Paul Rangen
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7805 Contractor Landscape Services, Inc.

Highway

Section Beaverton Progress Section

Kind of Work Roadside Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ **GRANTED**. The reasons for such recommendation are as follows:

Recommend extension to November 15, 1973, because of scarcity of suitable plants during the spring planting season.

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

~~Asst~~ State Highway Engineer

State Printing 27908

Contract No.	7805
Project designation	ISS-628(2) State-Federal
Date awarded	8-25-73
Work started	9-18-72
Per cent completed	66 9/28/73
Spec. Completion date	Date 3-31-73
No. of Workdays Allowed	
No. of Workdays Used	N/A
No. of Added Workdays Requested	214

LANDSCAPE SERVICES, inc.
POST OFFICE BOX 7136 • Office: 3685 MARKET STREET, N. E. • SALEM, OREGON 97303
LANDSCAPE DESIGN & CONSULTATION
LANDSCAPE CONTRACTING
IRRIGATION INSTALLATION
CONTRACT MAINTENANCE

April 26, 1973

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

In July, 1972, the Oregon State Highway Department called for bids on five landscape projects. Subsequent to that July letting, four contracts were awarded immediately. One was withheld because of irregularities in the bid documents. Because of this delay, the awarding of Contract 7805 was not made until August 21, 1972.

We were put at a disadvantage in ordering plant material because the contractors on the other four projects had placed their orders prior to us receiving Contract 7805. The plant material, ARCTOSTAPHYLOS UVA-URSI STATE HYBRID, was in short supply prior to this date but was available. Between August 21 and August 26, 1972, I received verbal rejections to my orders from Ranch Gardens in Springfield, Ed Woods in Aurora, and Sunnyslope Nursery in Silverton. On August 26, 1972, we entered into a contract with Stan Klimczak to grow the required ground cover plants to be delivered prior to March 1, 1973 (copy of authorization enclosed).

The work on the Contract 7805 project proceeded on schedule (copy of flow chart enclosed), even with force work included. Late in December, 1972, Klimczak informed me that he thought the cold weather during early December, 1972, had caused a setback in his schedule for delivery of the ground cover plants. In early January, 1973, I inspected the ground cover plants, and I agreed with him that something was wrong.

At this time, a special poly growing house with hot-water heat from the bottom was constructed in an attempt to force the plants into growth. Soil samples were sent to the Charles Pfeifer Testing Laboratories in Los Angeles for evaluation and recommendation. Tests were returned marked "normal" with recommendations to increase fertilizer application by some 20 percent. This was done, but with no improved results.

On February 12, 1973, I asked Wilbur Bluhm, Marion County Extension Agent and Horticulturist, to accompany me for a further inspection. The inspection indicated no new top growth, some new root growth, but an overall deterioration in color. Wilbur Bluhm's observations indicated that perhaps the soil was too

wet and the house had insufficient ventilation. This was corrected immediately with the installation of large exhaust fans and a decrease in the watering schedule.

Since that date, I have made weekly inspections and soil samples have been mailed every two weeks, but no further recommendations have been noted by the testing labs.

On April 25, 1973, I made the decision that the plants would be available to start planting by May 25, 1973. I am, however, very skeptical concerning such a late planting date, as this project has no irrigation system; and the problems that would be incurred by trying to water with a tanker truck would be insurmountable. I would expect a 75-95 percent mortality if we tried to plant.

I have since re-checked with the aforementioned growers, plus Staabs Nursery in Gresham, Haddie's Nursery in Hillsboro, and Bigg's Nursery in Olympia, Washington. They all assured me that ARCTOSTAPHYLOS UVA-URSI STATE HYBRID will be available in September, 1973, but not prior to that time.

We, therefore, propose an October 1, 1973, re-starting date with an October 31, 1973, completion date.

Respectfully,

LANDSCAPE SERVICES, INC.

George C. Lewis, Jr.

George C. Lewis, Jr.
Vice President

d

August 31, 1972

Mr. Stanley Klimczak
4666 Orchard Heights Rd. NW
Salem, Oregon 97304

Dear Mr. Klimczak:

RE: PROGRESS ROADSIDE IMPROVEMENT - BEAVERTON/TIGARD HWY., WASH. CO.

This letter will confirm our request of Saturday, August 26, wherein we requested you to grow 35,000 Kinnikinnick (State-Hybrid) for delivery in early 1973:

35,000 plants in 2½" peat pots

@ 13½ cents per plant.

Our company will locate the cutting stock.

Sincerely,

LANDSCAPE SERVICES, INC.

Floyd B. Witteman

d

7805

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project LSS-628(2)
Beaverton-Progress Section
Request for Time Extension

DATE: November 6, 1973

In reply refer to: 10-35-AA

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Concurrence is granted in the request to change the completion date from March 31, 1973 to November 15, 1973. Our concurrence is based on the delays in the award and the scarcity of plantings caused by the severe winter conditions in December.

G. L. Green

RECEIVED
NOV 8 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
NOV 7 '73
REFER TO
Coulter - TAA
FOR
Info | Inves | R/D | D/R | Sign | Act | File

11-8-73
Keesey
Culver
Dahlgren

NOTED
H.S.COULTER

7805

November 2, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM

H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
Beaverton-Progress (Landscaping) Section
Contract No. 7805
Oregon Project LSS-628(2)

Landscape Services, Inc. and L.&R. Nursery have requested an extension of contract time from March 31 to October 31, 1973 based on the unavailability of certain needed plants. Following are pertinent dates:

Bids received	July 28, 1972
Contract sent	August 30, 1972
Work complete except unavailable plants	February 20, 1973
Specified completion	March 31, 1973
Stop work order in effect	April 1, 1973 to October 10, 1973

The delay in award was due to a problem about basis of bidding involving the Portland Hometown Plan. The project was ultimately awarded the second bidder. This reason justifies a 33-day extension.

Some of the required plants were very scarce during spring planting time this year. This scarcity has been acknowledged on several landscaping projects including this one by means of Price Agreement No. 1 which agrees to delay certain planting until the fall planting season when suitable plants were expected to be available. This was a no-cost price agreement documenting the change to a fall planting of State Hybrid Bearberry.

At the time the contractor submitted his request, he anticipated that he would be able to complete the planting by October 31, 1973. However, it now appears that November 15 would be a more realistic estimate.

Having already recognized the reason offered when we approved Price Agreement No. 1, it is recommended that the completion time be extended to November 15, 1973, eliminating all liquidated damages which accrue at $75 per day. Your concurrence is requested.

JAB:fw ib

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
L. W. Rulien
V. L. Gallagher

OREGON STATE HIGHWAY DIVISION

7806

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 13, 1972

TO ~~Oregon State Highway Commission~~

FROM F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7806 Work Completed September 14, 1972

Project Sandy River(Brightwood) Bridge

Highway County Rd. No. 26001 County Clackamas

Type of Work Footing Protection

Contractor Workman Constr. Co. and David A. Nelson

Recommended Acceptance Date December 13, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 23, 1973 for your formal concurrence.

cc: C. W. Head
Tom Edwards
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

NOTED
C. W. HEAD

Date typed letter written 12-14-72 dr

RECEIVED
NOV 2 0 1972
FOR FILE

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Christianson
Engr Coord

11-15-72

cat

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Washington	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
11/10/72	P. E. O'Neil, Asst Area Engineer		LSS-628(2)
IN COMPANY WITH			
Jim Cochell, Resident Engineer, OSHD.			
QUALITY OF WORK*	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**
Satisfactory	Satisfactory	36 %	11 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

NOTED
A. E. JOHNSON
COPY SENT
NOV 27 1972
REGIONAL OFFICE

To Coast 11-28-72

BEAVERTON-PROGRESS SECTION
BEAVERTON-TIGARD FREEWAY
Roadside Improvement

1. SCOPE OF INSPECTION

The purpose of this inspection was to review the contractor's construction methods, the State's quality control, and documentation of progress payments.

2. FINDINGS AND RECOMMENDATIONS

a. The contractor has done an excellent job in his bed preparation and the plantings were done according to good horticultural practices.

b. The resident engineer and his staff are doing an excellent job of assuring us of good quality control.

c. It is my understanding that a manure source is located at Progress and could be used for soil conditioner instead of the required mushroom compost. Since the only source of mushroom compost is Salem, a local soil conditioner source may bring lower bids on landscaping jobs.

d. The State has ample documentation to support the progress payments to the contractor.

Attached to the Division copy of this report are backup notes for the inspection.

11-28-72
Johnson
cy yours

RECEIVED
STATE HWY ENGR
NOV 29 '72
REFER TO
FOR
Info
DIVS
DD
DIR

FORM PR-338 (REV. 8-70)
PREVIOUS EDITIONS WILL BE USED

RECEIVED
NOV 7 - 1972

STATE COPY

FORM PR-33A
(REV. 3-67)

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Christianson

10-16-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cat

INITIAL INSPECTION REPORT

(Check appropriate box) [X] Contact [ ] Project Stage * [ ] Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	1	Washington	Oregon

Date of Inspection	Inspection Made By	Project No.
10/16/72	P. E. O'Neil, Asst Area Engineer	LSS-628(2)

In Company With: Jim Cochell, Res Engr, OSHD; D. Noyes, Highway Engineer Trainee, FHWA.

Location: Progress Interchange on the Beaverton-Tigard Freeway

COPY SENT

NOV 06 1972

NOTED
A. E. JOHNSON

Contractor Name and Address: Landscape Service Inc. and L&R Nursery, Salem, Oregon

Award Date	Contract Amount	Time Allowed	Time Started REGIONAL OFFICE	Work Started
8/25/72	$87,233.00	3/31/73	9/18/72	9/18/72

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	23 %	3

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Roadside Improvement	Y003	0.0	NA	NA	NA

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
NA		

RECEIVED
STATE HWY ENGR
NOV 7 '72

REFER TO

FOR

Info	Approval	Comment	Your Action	Return	Action	File

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)*

11-8-72

BEAVERTON-PROGRESS SECTION
BEAVERTON-TIGARD FREEWAY
Roadside Improvement

The work to be done under this project consists of furnishing and planting trees, shrubs, and vines; furnishing and placing topsoil and mulch; and construction of an 18-inch asphalt maintenance strip at various places to contain topsoil and mulch.

This project came under the Portland Plan for its EEO provisions. The contractor has submitted his Form 66 for the Portland Plan at the proper time. The contractor is also meeting his other EEO obligations.

Extra Work Order #2 is forthcoming for the removal of AC from a parking lot that was encroaching on our planting area. The amount of the Extra Work Order is $16,080. Approval of the extra work order is recommended.

The only work underway at the time of this inspection was the tilling of the planting beds and starting work on the extra work order.

11-7-72

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

RECEIVED
SEP 1[illegible] 1972
FOR FILING

7805

5

September 14, 1972

Landscape Services, Inc.
L & R Nursery
P. O. Box 7136
Salem, Oregon 97303

Gentlemen

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7805 for roadside improvement on the Beaverton-Progress Section of the Beaverton-Tigard Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Ins. Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Ins. Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn Vince Gallagher
Roy Olson
L. W. Rulien
J. W. Cochell

RECEIVED
SEP 21 1972
FOR FI

7805

DEPARTMENT OF JUSTICE

Memorandum

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

DATE: September 6, 1972

FROM: Frank McKinney

SUBJECT: Bid Proposal of Aichele Landscaping, Inc.
(Proposal received July 28, 1972)

On August 18, I promised you a written memo with respect to the fact that the above named landscape company did not furnish the Highway Commission with an acceptable bid proposal.

The basic facts are set forth in your letter of August 17 to Mr. Tom Edwards, and in the last paragraph of your letter on page 2, you recommended that we follow legal counsel's advice regarding the bid bond.

As mentioned to you at that time, it is my opinion, as well as that of Mr. Lindas, that we cannot proceed against Aichele's bid bond. The reason for this is that in the first instance Aichele never submitted an acceptable bid since they left out the equal employment plan for the Portland area. This in and of itself was sufficient to disqualify the bid. The only time you can proceed against a bid bond is when a contract is tendered to the bidder and the bidder refuses to sign and return the same. In this instance no contract was ever forwarded to Aichele since his proposal was not in a form that could be accepted by the Commission. To make matters worse, of course, when Aichele was given the opportunity to correct a patent error in its bid, they refused to correct the error without a $9,000 adjustment on their bid price. This, of course, brought about what is known as "qualifying" his bid. In other words, he had a second crack at being low bidder which was not afforded to the rest of the bidders.

NOTED
E. S. HUNTER

I believe the Commission was entirely proper in awarding the contract to the next bidder because with Aichele eliminated, the next bidder actually became the "low responsible bidder."

NOTED
E. S. HUNTER

As mentioned above, however, we have no case to take to court on the bid bond of Aichele Landscaping, Inc. I am, therefore, returning herewith to you the Aichele bid proposal along with the various other information which your office furnished me on this matter.

FM:ec
Enclosure

cc: George Baldwin
Tom Edwards
F. B. Klaboe
Lee Johnson
Floyd Query
L. H. Young
L. I. Lindas

RECEIVED
SEP 12 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
1972

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE August 21, 1972

TO 1806
E. S. Hunter
Assistant State Highway Engineer

FROM Tom Edwards
State Highway Engineer

SUBJECT Beaverton-Progress Section, Beaverton-Tigard Highway
Award of Contract

On this date, Chairman Jackson approved awarding the contract on the subject section to the second low bidder inasmuch as Aichele Landscaping, Inc. has advised that they will not accept the bid unless $9,000 additional is paid due to the inclusion of the Portland Plan in the contract.

The Portland Plan was a part of the bid specifications; therefore the bid becomes unresponsive. The Legal Section shall proceed against the bid bond of Aichele and the project shall be awarded to the second low bidder.

TE:ms

cc F. B.Klaboe
A. E. Johnson
Floyd Query
L. H. Young
L. I. Lindas

NOTED
E. S. HUNTER

RECEIVED
AUG 22 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

August 17, 1972
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 17'72
REFER TO
FOR
Info | Ives | C&D | D/R | Sign | Act | File

SUBJECT:

To: Mr. Tom Edwards
State Highway Engineer

OFFICE

At the bid letting of July 27 and 28, 1972, there were included six projects subject to the Portland Plan, which is a pact insuring affirmative action for equal employment opportunity in the three county area of Washington, Multnomah and Clackamas. The requirement for inclusion in the Portland Plan for bid proposals occurred during the advertising period for the projects. Prospective bidders were notified by letter and supplied with the forms to include in the proposal.

The first and second low bidders on all six projects improperly or incompletely filled out the forms. It was decided that because of this short notice and that this was the first time the contractors were required to comply with the Portland Plan, that all should be given a chance to correct that part of the proposal.

On August 2, 1972, a letter was sent by the Commission Secretary to first and second low bidders on each of the six projects. All have now properly completed the Portland Plan forms with the exception of Aichele Landscaping, Inc., which was the low bidder on the Beaverton-Progress Section of the Beaverton-Tigard Highway in Washington County. Aichele Landscaping, Inc. further complicated analysis of the proposal by attaching a letter indicating that to comply would require an increase of $9,000.00.

Legal Counsel suggested that Aichele Landscaping, Inc. be asked by a telephone call

1. If they plan to comply with the Portland Plan and complete the forms as required in the proposal, and

2. If they would honor their proposal as bid.

They replied yes to both questions. A memo of that conversation is attached.

On August 14, 1972, a representative of the company called Dave Glenn and said they would not honor their proposal unless we agreed to add $9,000.00 to their bid. The Engineer's estimate on this project was $91,070.00. Aichele Landscaping, Inc.'s bid was $71,060.00. Landscape Services, Inc., and L & R Nursery was the second low and only other bidder at $87,233.00.

There appear to be three courses of action available to us:

1. Pick up the bid bond of Aichele Landscaping, Inc.

2. Award to the second low bidder, Landscape Services, Inc., and L & R Nursery.

3. Cancel all bids and readvertise.

The matter of picking up the bid bond has been referred to Legal Counsel.

It is my recommendation that we follow Legal Counsel's advise regarding the bid bond and that we award the project to the second low bidder who is a responsible contracting firm, and whose bid was under the Engineer's estimate.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
Attachment
cc: F. B. Klaboe
A. E. Johnson
Frank McKinney
L. H. Young

RECEIVED
AUG 13 1972
FOR FILING

FORM E-20-X 12-67

7805

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1972

To: MEMO TO THE FILE:

SUBJECT: #25 - Beaverton-Progress Section
Portland Area Affirmative Action Plan

At 9:15 A.M. today, Ben Fox of Aichele Landscaping Inc. of Portland, Oregon, contacted me and informed me that they would still require the $9,000 additional amount if they had to supply an affirmative action plan for this project. He also informed me that Mrs. Aichele misunderstood what would be required during her conversation with Mr. Hunter. I informed Mr. Fox that I would refer his message to Mr. Hunter and contact him by telephone today.

At 4:30 P.M., I again contacted Aichele Landscaping and notified Mrs. Aichele that we would contact them regarding this at a later date.

M. D. Glenn
Construction EEO Engineer

MDG:fr

cc: E. S. Hunter
A. E. Johnson
L. H. Young
Floyd Query

NOTED
E. S. HUNTER

RECEIVED
AUG 15 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 1 1972

FOR FILING
FORM E-30-X 12-67

7805

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1972

To: MEMO TO THE FILE:

SUBJECT: #25 - Beaverton-Progress Section
Portland Area Affirmative Action Plan

NOTED

Per Mr. E. S. Hunter's instructions of August 8, 1972, I mailed to Mrs. Lorene K. Aichele of Aichele Landscaping Inc. the required data concerning the Portland Area Affirmative Action Plan.

On the afternoon of August 9, I contacted Mrs. Aichele to see if she had received this data. I was informed that she had not.

At 2 P.M. on August 10, I again contacted Mrs. Aichele and she said that she had just received the data in the mail. I asked her if she had had a chance to review this information and had any questions concerning it. She informed me that she had not - that due to a death in the family, she would not be able to submit the required Portland Area Affirmative Action Plan before Monday, August 14. I informed her that this would be satisfactory and to contact me if she had any questions concerning this matter.

M. D. Glenn
Construction EEO Engineer

MDG:fr

cc: L. H. Young
A. E. Johnson
E. S. Hunter
Floyd Query

RECEIVED
AUG 11 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG 9 - 1972
FOR FILING

7805

RECEIVED
AUG 8 1972
LEGAL

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

August 8, 1972
Salem, Oregon

SUBJECT:

To: Memo to the Files

REFERRED
TO Gen File
FOR Filing
F. C. McKINNEY

9:45 8/9/72

Re Landscaping bid
Beaverton-Progress Section
Beaverton-Tigard Hwy

NOTED
F. C. McKINNEY

At Mr. McKinney's suggestion, I called Lorene K. Aichele, President of Aichele Landscaping. With Mr. Johnson on the extension, I asked her if she planned to honor the bid submitted July 28, 1972, on the roadside improvement project on the Beaverton-Progress Section of the Beaverton-Tigard Highway in Washington County of $71,060.00. I also asked her if she intended to make an appointment with Mr. Dave Glenn and complete the contractor's certification of the Portland Affirmative Action Plan as required by the specifications. She answered yes.

I advised her that she should immediately call Mr. Glenn and make the appointment for correcting and completing the Affirmative Action Plan on or before Thursday, August 10. She advised that she would do this and requested that I drop in the mail today information on the Affirmative Action Plan. Mr. Glenn will mail the information this afternoon.

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
L. H. Young
Frank McKinney ✓
Dave Glenn

RECEIVED
AUG 1 1972
FOR FILE

OREGON STATE HIGHWAY DIVISION

7805

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

Aichele Landscaping, Inc.
11360 S.E. Stevens Road
Portland, OR 97266

August 8, 1972

NOTED
A. E. JOHNSON

Attn: Lorene K. Aichele, President

Approved
Asst. State Hwy. Engr.

Dear Ms. Aichele:

In accordance with your verbal request of August 8, 1972 to Mr. E. S. Hunter, Assistant State Highway Engineer, I am forwarding herewith the following information regarding the Portland Affirmative Action Plan contained in the specifications for the subject project.

1 copy	Portland Area Affirmative Action Plan
1 set	Supplemental Required Contract Provisions (Bid Conditions) Federal Aid Contracts, Clackamas, Multnomah & Washington Counties Portland Area Affirmative Action Plan Equal Employment Opportunity
2 sets	Supplement to Proposal - July 1972 Certification of Compliance with the Portland Plan

It is necessary that bidders on the subject project must either (a) complete and sign one copy of the certification of compliance with the Portland Plan as per Part I of the Supplemental Contract Provisions and/or file an affirmative action plan in conformance with Part II of the Supplemental Contract Provisions.

Crafts and trades signatory to the Portland Plan are listed on the last page of the Portland Area Affirmative Action Plan.

RECEIVED
AUG 9 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Whether you submit the certification under Part I and/or file an affirmative action plan under Part II will depend upon (1) which crafts you or any of your subcontractors will be employing on this project (2) which of the above crafts are signatory to the Portland Plan and (3) whether you or labor organizations with whom you have collective bargaining agreements with are signatories to this plan.

If you have any questions relative to compliance with the supplemental required contract provisions, please contact me at the Oregon State Highway Division, State Highway Building, Salem, Oregon 97310, phone No. 378-6318.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr
Enclosures

bc: A. E. Johnson
E. S. Hunter
L. H. Young
Floyd Query

FORM E-30-X 12-67

7805

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1972

SUBJECT: #25 - Beaverton-Progress Section
Portland Area Affirmative Action Plan

To: L. H. Young
Programing Engineer
BUILDING

Aichele Landscaping, Inc. of Portland, Oregon contacted me by telephone regarding Mr. Query's August 2, 1972 letter relating to the subject project.

After explaining that in order to be considered as a responsive bidder it would be necessary for them to submit an affirmative action plan, I was informed that they were too busy to meet with me before August 10, 1972, and if they had to submit such a plan, they would require more money than bid.

They are to submit a letter to Mr. Query stating what action they are going to take regarding their bid for this project.

C. T. Keasey
Construction Engineer

By M. D. Glenn

M. D. Glenn
EEO Engineer

MDG:fr

cc: A. E. Johnson
E. S. Hunter
Floyd Query

RECEIVED
AUG 7 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Aichele Landscaping

11360 S. E. Stevens Road
Portland, Oregon 97266
Phone 654-8816

Shrubs - Sprinkling Systems - Mulching - Hydraulic Seeding

August 3, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon

Re: Letter of August 2, 1972 -
Portland Affirmative Action Plan - - - - - - - - - - -

Mr. David Glenn:

The Portland Affirmative Action Plan was over looked in our bid July 27-28th. bid letting on the Beaverton - Progress Section Project in Washington County.

To participate in this EEO (Portland Affirmative Action Plan) an additional Nine Thousand Dollars ($9,000.00) & 00/100 will be necessary to be added to our bid.

Very truly yours,

AICHELE LANDSCAPING, INC.

Ben Fox

Ben Fox, Vice President

Routing
Kenney — RECEIVED — Peterson
Bert
Walker — AUG 1972 — Glenn
Johnson — CONSTRUCTION SECTION — Litchfield
Pete

Bonded Landscaper

#25

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 2, 1972

Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

8-3-72 - 2:30 PM
Aichele landscaping Tiliphoned. Explained Portland Area Plan & necessity for them to submit affirmative action plan under part 2 - Informed me would require more money - if plan required, could not meet prior to Aug. 10th - and would send letter to Guernsey re this matter

Gentlemen:

Re: Portland Affirmative Action Plan

Your bid received at the July 27-28th bid letting on the Beaverton-Progress Section Project in Washington County has been found lacking in completion adequacy with respect to the certification required regarding compliance with the Equal Opportunity (Portland Affirmative Action Plan).

Called Mrs. Aichele 4:25 PM on 8-9-72 had not received date 2:00 PM - 8-10-72 just received - believes can return by Monday - Has little in family

In order that your bid can be considered in recommendations to the Highway Commission, it will be necessary for you to rectify errors in your certification of the Portland Affirmative Action Plan and expand the same to comply. It is requested that you contact Mr. David Glenn, Federal Liaison and EEO Engineer, immediately in order that a meeting can be held prior to August 10, 1972. He can be reached at 378-6318.

8-14-72 9:15 AM - Ben Fox - Aichele Landscaping called and standing by $9,000 more to take contract - Mrs Aichele immediately stood that AAP would be required

This letter is being sent to the low bidder and to the second low bidder on this project.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

4:30 Notified Mr. Aichele by phone, would contact letter

bc Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
C. T. Keasey
L. H. Young
David Glenn

8-7-72 Mr. Witteman in and obtained info re: Goals & Timetable required for affirmative action plan. Stated would send in letter right away

Same letter sent to Landscape Services, Inc., & L & R Nursery, Salem, Oregon 97303.

Copy of certification contained in bid proposal.

Oregon State Highway Division

SUPPLEMENT TO PROPOSAL - JULY, 1972

CERTIFICATION OF COMPLIANCE WITH THE PORTLAND PLAN

As a supplement to this proposal, reference is made to the Supplemental Required Contract Provisions (Bid Conditions) titled "Federal Aid Contracts, Clackamas, Multnomah & Washington Counties' - - 'Portland Area Affirmative Action Plan, Equal Employment Opportunity" bound with the special provisions. Pursuant to these requirements, the bidder on this project shall, if complying with Part 1 thereof, complete and sign the following:

BIDDERS CERTIFICATION

_____ certifies that:
(Name of Bidder)

(a) it intends to use the following listed construction trades in the work under the contract, either itself or through sub-contractors at any tier:

_____

_____

_____

_____

_____

_____

(b) the labor organizations with whom it has collective bargaining agreements who are signatories to the Portland Plan and as to which trades there are set forth in the Portland Plan, specific commitments to goals of minority manpower utilization are as follows:

(e)

_____

_____

_____ (f)

_____

_____

_____

(c) the labor organizations with whom it has collective bargaining agreements who are not signatories to the Portland Plan or who are signatories thereto but with respect to trades for which no specific commitments to goals of minority manpower utilization are set forth in the Portland Plan are as follows:

_____

_____

_____

_____

_____

_____

(d) the following is a full list of all present construction work or contracts (both federal and non-federal) to which it is a party in any capacity in Clackamas, Multnomah, and Washington Counties, Oregon:

_____

_____

_____

_____

_____

_____

(b)

(e) it will comply, and require its subcontractors to comply, with all of the terms of the Portland Plan on all work (both federal and non-federal) in the counties described in the preceding paragraph (d) hereof, in any trade as set forth in paragraph (b) hereof for which it or its subcontractors are committed to the Portland Plan and will be bound by the provisions of Part II of the Bid Conditions on all work in such counties, for all other trades as set forth in paragraph (c) hereof: and

(f) in the event the bidder is no longer participating in an affirmative action plan acceptable to the Director of the Office of Federal Contract Compliance, including the Portland Plan, or it or the union with whom it maintains a collective bargaining agreement ceases to be a participating signatory to the Portland Plan, the bidder will comply with Part II of the Bid Conditions.

[illegible] INC.

(Company)

By: Lonnie R. Andrews

President

(Title)

Date: 7-28-72

Enclose in Proposal Form on all Federal-Aid Projects in Clackamas, Multnomah and Washington Counties.

July, 1972

RECEIVED
SEP 5 - 1972
FOR FILE

7805

Salem, Oregon
September 1, 1972

Contract No. 7805

Mr. L. H. Young
Programing Engineer

Attention: Vince Gallagher

Landscape Services, Inc., is registered with the State Corporation Commissioner to do business in Oregon and is in good standing. This is in connection with Contract No. 7805 for the Beaverton-Progress Section of the Beaverton-Tigard Highway in Washington County.

C. W. Head, Secretary

kl

Fran

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 25, 1972

7805

Landscape Services Inc.
and L & R Nursery
P. O. Box 7136
Salem, Oregon 97303

spoke out in minutes July 28

Gentlemen:

The State Highway Commission on August 25 awarded to you State Highway Contract No. 7805 for roadside improvement on the Beaverton-Progress Section of the Beaverton-Tigard Highway in Washington County.

This award was based on your second low bid of $87,233 as stated in your proposal submitted on July 28.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Aichele Landscaping, Inc. bid $71,060.
11360 S. E. Stevens Road
Portland, Oregon 97266

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
J. W. Cochell
Roy Olson
William Geibel (SAIF)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE August 21, 1972

TO E. S. Hunter
Assistant State Highway Engineer

ORIGINAL SIGNED
TOM EDWARDS

FROM Tom Edwards
State Highway Engineer

SUBJECT Beaverton-Progress Section, Beaverton-Tigard Highway
Award of Contract

On this date, Chairman Jackson approved awarding the contract on the subject section to the second low bidder inasmuch as Aichele Landscaping, Inc. has advised that they will not accept the bid unless $9,000 additional is paid due to the inclusion of the Portland Plan in the contract.

The Portland Plan was a part of the bid specifications; therefore the bid becomes unresponsive. The Legal Section shall proceed against the bid bond of Aichele and the project shall be awarded to the second low bidder.

TE:ms

cc F. B. Klaboe
A. E. Johnson
Floyd Query
L. H. Young
L. I. Lindas

check with
Corp. Comm.

cc

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

RECEIVED
AUG 24 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7805

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 23, 1972

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Beaverton - Progress Section**
Project No. LSS-628(2)

Concurrence in the award is requested to the second lowest bidder in accordance with Par. 10a of PPM 21-6.3. The low bidder, Aichele Landscaping, Inc. of Portland declined to accept award of the contract after being requested to complete the "Portland Area Affirmative Action Plan" section in the proposal.

This request is being made in that the second low bidder "Landscape Services, Inc. and L. and R. Nursery" of Salem, submitted a bid in the amount of $87,233.00 which is $3,837 under our Engineer's estimate and is considered a fair and reasonable proposal.

The bid was received on July 28, 1972 and will be awarded subsequent to FHWA's endorsement of this request. The contract number assigned is 7805.

All right-of-way or rights-of-entry have been acquired.

The bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and com-

pleted without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement

Date _____
I concur in the Award.

G. L. Green,
Acting Division Engineer

DAR:kds

RECEIVED
AUG 1 0 1972
FOR FILING
7805

FORM E-80-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1972

SUBJECT: #25 - Beaverton-Progress Section
Portland Area Affirmative Action Plan

To: L. H. Young
Programing Engineer
BUILDING

NOTED
A. E. JOHNSON

Landscape Services Inc. of Salem, Oregon has submitted their goals and timetables to accompany their affirmative action program for the subject project.

This has been reviewed and found acceptable.

C. T. Keasey
Construction Engineer

By M. D. Glenn

M. D. Glenn
EEO Engineer

MDG:fr

cc: A. E. Johnson
E. S. Hunter
Floyd Query

RECEIVED
AUG 10 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

7806 Sandy R. (Brightwood) Br. Footing Protection Proj. east of Sandy on Co. Rd. No. 26001. 1972

CAA 451H 7-31-72

RECEIVED
JAN 10 1973
FOR FILING

7806

January 11, 1973

Mr. Harvey Latham, Director
Dept. of Emergency Services
31 State Capitol Bldg.
Salem, Oregon 97310

Attn: Mrs. Sandra Ekstrom

Re: Final Inspection Report
January, 1972 Storm Damage
CEF 319-10, P.L. 606
Item #C-10 and C-47
Clackamas County

Dear Mr. Latham:

Five copies of each of the final inspection reports for the Brightwood (Sandy River) Bridge, Item #10, and for the Dickey Prairie (Molalla River) Bridge, Item #47, are attached. The contracts on these projects have been completed, and the Federal Highway Administration has recommended their acceptance subject to the final audit.

These are both projects on county roads which were done by state contract on behalf of the county. The Oregon State Highway Division was applicant.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

Orig. by L. H. Young
L. H. Hunter
Assistant State Highway Engineer

HH:ljt
Encl.

cc: Victor Wolfe
H. S. Coe
L. W. Mulica
V. L. Gallagher
P. L. Hatcher

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

REPORT OF FINAL COMPLETED WORK INSPECTION

(Under Public Law 606, 91st Congress)

DISTRIBUTION - Send two completed copies to OEP regional office and one completed copy to State

TO:	FROM (Agency and/or Bureau and Location)
OFFICE OF EMERGENCY PREPAREDNESS REGION _____	Federal Highway Administration Oregon Division Salem, Oregon

1. APPLICANT: Oregon State Highway Division

2. DATE OF THIS REPORT: January 3, 1973

3. PROJECT APPLICATION NO.	4. DATE OF INITIAL DAMAGE SURVEY	5. ORIGINAL ESTIMATED COST	6. WORK ACCOMPLISHED BY
OEP-319 DR-10	March 1, 1972	$61,572.00	[X] a. Contract [ ] b. Force Account

7. INSPECTION MADE BY (Names and titles of inspecting officials)
W. H. Bryant, Area Engineer, FHWA
Al Harwood, Regional Construction Engineer, OSHD

8. a. DATE OF FINAL INSPECTION: November 3, 1972
b. IS ACTIVITY IN OPERATION? [X] YES [ ] NO

9. WORK CATEGORY AND ITEM NO.(S). (Identify individual items of work per category which have been completed in accordance with the approved project application and the completion date for each.)

Work Category C
Item No. C-10

RECEIVED
COUNTY & CITY SECTION
JAN 10 1973
[ ] ENGR. [✓] COOR. [ ] CE [ ] AE [ ] UE
[ ] UPE [ ] CE [ ] RE [ ] RPE [ ]

10. REMARKS (Explain all deviations or omissions from approved work. Use additional sheets if necessary)

Work began - August 16, 1972
Work Completed - September 14, 1972

The full extent of damage and the proper corrective action could not be adequately determined at the time the original damage survey report was submitted. Subsequently a supplemental estimate in the amount of $13,000 was submitted on May 15 covering the construction of a concrete cut-off wall, grouting the voids between the wall and the footing, and placement of necessary riprap. Clackamas County later requested the OSHD to design and award a contract to effect the necessary repairs. A contract in the amount of $30,730 was awarded on August 9, 1972 with a specified completion date of 60 calendar days. All contract work was completed in reasonably close conformance with the approved plans and specifications, including approved changes on September 14, 1972, After the elapse of 23 calendar days at a final cost of

(more)

CERTIFICATION

THE ABOVE ITEM(S) IN THE PROJECT APPLICATION FOR THE CATEGORY OF WORK SHOWN HAS BEEN VISUALLY INSPECTED AND CERTIFICATION IS HEREBY MADE THAT THE WORK HAS BEEN COMPLETED AS APPROVED THEREIN, EXCEPT AS NOTED ABOVE.

STATE INSPECTING OFFICIAL (Signature and title)	DATE
Al Harwood, Regional Construction Engineer, OSHD	
LOCAL INSPECTING OFFICIAL (Signature and title)	DATE

FEDERAL AGENCY CONCURRENCE

REVIEWING OFFICIAL (Signature)	TITLE
W. H. Bryant W H Bryant	Area Engineer
NAME OF AGENCY (IF FEDERAL INSPECTOR NOT PRESENT DURING FINAL INSPECTION PLEASE EXPLAIN)	DATE
Federal Highway Administration	

$40,255.36 which includes $3,144.15 for engineering.

After the contract was awarded it was necessary to make the following changes in order to expedite the work:

1. Divert Sandy River away from the damaged footing and back into its former channel. The cost of this additional work completed under force account procedures was $880.

2. It was determined that the material near the footing would not be stable if excavated on the planned slope of 1/2:1. The slope was therefore decreased to approximately a 1 1/2:1. This revision along with the necessary precaution of starting the excavation 30 inches in front of the footing increased the cost of the footing protection by approximately $4,091.36.

The above changes were agreed to by representatives of both the Federal Highway Administration and Clackamas County prior to the work being performed.

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

REPORT OF FINAL COMPLETED WORK INSPECTION

(Under Public Law 606, 91st Congress)

DISTRIBUTION - Send two completed copies to OEP regional office and one completed copy to State

TO:
OFFICE OF EMERGENCY PREPAREDNESS
REGION _____

FROM (Agency and/or Bureau and Location)
Federal Highway Administration
Oregon Division
Salem, Oregon

1. APPLICANT
Oregon State Highway Division

2. DATE OF THIS REPORT
January 3, 1973

3. PROJECT APPLICATION NO.
OEP- 319 DR- 10

4. DATE OF INITIAL DAMAGE SURVEY
March 6, 1972

5. ORIGINAL ESTIMATED COST
$57,996.00

6. WORK ACCOMPLISHED BY
[X] a. Contract [ ] b. Force Account

7. INSPECTION MADE BY (Names and titles of inspecting officials)
W. H. Bryant, Area Engineer, FHWA
Al Harwood, Regional Construction Engineer, OSHD.

8.a. DATE OF FINAL INSPECTION
November 3, 1972

8.b. IS WORK COMPLETED IN ACCORDANCE WITH APPROVED PROJECT APPLICATION?
[X] YES [ ] NO

9. WORK CATEGORY AND ITEM NO.(S). (Identify individual items of work per category which have been completed in accordance with the approved project application and the completion date for each.)

Work Category C
Item No. C-47

RECEIVED
COUNTY & CITY SECTION
JAN 10 1973
[ ] ENGR. [X] COOR. [ ] OE [ ] AE [ ] UE
[ ] HDE [ ] CE [ ] RE [ ] RDE [ ]

10. REMARKS (Explain all deviations or omissions from approved work. Use additional sheets if necessary)

Contract Awarded - August 9, 1972
Work Completed - September 28, 1972

The full extent of damage and the proper corrective action could not be adequately determined at the time the original damage survey report was submitted. Subsequently a supplemental estimate in the amount of $30,733.26 was submitted on June 2, 1972, covering the construction of a concrete cut-off wall, grouting the voids between the wall and the footing, and placement of riprap. Clackamas County later requested the OSHD to design and award a contract to effect the necessary repairs.

A contract in the amount of $13,800 was awarded on August 9, 1972 with a specified completion date of 60 calendar days. All contract work was completed in reasonably close conformance with the approved plans and specifications, including approved

(more)

CERTIFICATION

THE ABOVE ITEM(S) IN THE PROJECT APPLICATION FOR THE CATEGORY OF WORK SHOWN HAS BEEN VISUALLY INSPECTED AND CERTIFICATION IS HEREBY MADE THAT THE WORK HAS BEEN COMPLETED AS APPROVED THEREIN, EXCEPT AS NOTED ABOVE.

STATE INSPECTING OFFICIAL (Signature and title)	DATE
Al Harwood, Regional Construction Engineer, OSHD	
LOCAL INSPECTING OFFICIAL (Signature and title)	DATE

FEDERAL AGENCY CONCURRENCE

REVIEWING OFFICIAL (Signature)	TITLE
W. H. Bryant W. H. Bryant	Area Engineer
NAME OF AGENCY (IF FEDERAL INSPECTOR NOT PRESENT DURING FINAL INSPECTION PLEASE EXPLAIN)	DATE
Federal Highway Administration	January 3. 1973

changes, on September 28, 1972 after the elapse of 29 calendar days at a final cost of $18,660.96 which includes $1,217.96 for engineering and $451.22 for installing grout pipes and grouting under the footing on force account basis.

In order to fit existing field conditions the following minor increase in bid quantities resulted:

Structural Excavation	increased	6.69 CY	@	$16.00	= $ 107.04
Class A Concrete	increased	26.13 CY	@	101.00	2,639.13
Reinforcement	increased	.90 lbs	@	.70	.63
Loose Riprap	increased	53.61 CY	@	18.00	964.98

Total Increase	3,711.78
Force Acocunt Work	451,22
Original Contract Amount	13,280.00
Final Contract Amount	17,443.00
Construction Engineer	1,217.96
FINAL COST	$18,660.96

[RECEIVED
DEC 14 1972
FOR FILING]

7806

December 14, 1972

General Insurance Co. of America
Portland Service Office
1500 S.W. 1st Avenue
Portland, Oregon 97201

Gentlemen

Contract No. 7806 awarded to Hoffman Construction Co. & David A. Nelsen for work on the Sandy River (Brightwood Bridge) Section on County Road No. 26001 in Clackamas County was completed on September 14, 1972, and accepted by the Highway Commission on December 13, 1972.

Final payment in the amount of $1,840.37 will be released to the contractor after December 19, 1972. The total contract amount is $35,756.66, and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Hoffman Construction Co.
and David A. Nelsen
P. O. Box 520
Canby, Oregon 97013
bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
L. W. Rulien

FILED
DEC 1 1972
FOR FILING

7806

December 13, 1972

TO Oregon State Highway Commission

FROM F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7806 Work Completed September 14, 1972

Project Sandy River(Brightwood) Bridge

Highway County Rd. No. 26001 County Clackamas

Type of Work Footing Protection

Contractor Hoehnen Constr. Co. and David A. Nelson

Recommended Acceptance Date December 13, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 23, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
Tom Edwards
A. E. Johnson
L. H. Young
C. T. Kassey
W. J. Hart

PL 606
Clack Co

Box 300
Salem OR 97308

September 29, 1972

10-35-BA/409.2

Mr. William H. Mayer, Regional Director
Office of Emergency Preparedness
Room H-16, Arcade Building
1319 Second Avenue
Seattle, Washington 98101

Attention: Mr. Ray Willman

Dear Mr. Mayer:

Subject: Disaster Contract OEP 319-10 (C-10)
Clackamas County, Item C-10 Supplemental 2
Presidential Declaration 1-21-72
Federal Highway Administration

Attached is a Supplemental Report Number 2 covering corrective work necessary on the Brightwood (Cooks) Bridge under Item C-10. Included is a copy of a letter from the Oregon State Highway Division and one from our Division Bridge Engineer which explain necessary changes made subsequent to the State letting the work to contract.

Sincerely yours,
Original Signed By
G. L. GREEN
Acting Division Engineer
G. L. Green
Acting Division Engineer

Enclosure

cc:
Region (10-00.343) w/encl
Clackamas County, w/encl
OSHD, w/encl
H.L. Lathom, Emer. Svcs Div

RECEIVED
COUNTY & CITY SECTION
OCT 2 - 1972

OSHD

RECEIVED
COUNTY & CITY SECTION
OCT 2 - 1972
ENGINEERING [ ] UE [ ] AE [ ] UE
[ ] UPE [ ] CE [ ] AE [ ] RPE

Sheet 1 of Sheets

OFFICE OF EMERGENCY PLANNING
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT

(Under Pubiic Law 875, 81st Congress, as amended)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.)
Oregon State Highway Division

2. DISASTER DECLARATION DATE
1-21-72

3. STATE
Oregon

4. COUNTY
Clackamas

5. INSPECTION DATE
5-4-72

6. WORK CATEGORY (SEE DEFINITIONS)

a. TYPE (Check) [ ] A [ ] B [x] C [ ] D [ ] E [ ] F

b. ITEM NO. C-10-52

c. TOTAL ITEMS

7. MAP OR PHOTO REFERENCE NO.
None

8. WORK TO BE ACCOMPLISHED BY:
[x] a. Contract [ ] b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES
Brightwood Bridge across Sandy River
Co. Rd. No. 26001 26'wide x 155'long - 2 span. PCG

10. PERCENTAGE OF WORK COMPLETED TO DATE
100

11. DESCRIPTION OF DAMAGE
Same as original damage survey report

12. PROPOSED EMERGENCY WORK
Same as first supplemental damage survey report except slope of cutoff wall decreased at an estimated additional cost of $5,000.00 and necessary channel work added at a cost at approximately $880.00. See attached letters.

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
All	Lump Sum	Shoring, Cribbing	17,800.00	17,800.00
550	C.Y.	Structure Excavation	5.00	2,750.00
70	C.Y.	Class "A" Concrete	100.00	7,000.00
900	lbs	Reinforcement	0.20	180.00
250	C.Y.	Loose Riprap, class 2000	12.00	3,000.00
		Total Contract Bid Amount		30,730.00
		REQUIRED CHANGES		
All	Lump Sum	Change slope of cutoff wall	5,000.00	5,000.00
All	Lump Sum	Necessary Channel Work	880.00	880.00
		Total Cost of Change		5,880.00
		TOTAL ESTIMATED COST		36,610.00

14. INSURANCE COVERAGE [ ] YES [x] NO [ ] AMOUNT

15. FINDINGS

a. ELIGIBLE / b. INELIGIBLE (Explain Separately)	c. FEDERAL INSPECTOR (Signature)	d. DATE
[x] a. [ ] b.	H.H. Bryant, Area Engr.	9-25-72

16. CONCURRENCES

	c. STATE INSPECTOR (Signature)	d. AGENCY OR OFFICE	e. DATE
[ ] a. YES [ ] b. NO			
[ ] a. YES [ ] b. NO	c. REPRESENTATIVE OF APPLICANT (Signature)		d. DATE

Form OEP 164
September 1966

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN HANDBOOK FOR FEDERAL AGENCY INSPECTORS, OEP CIRCULAR 4000.6

COPY NO. 1 - OEP COPY

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 15, 1972

Mr. Harvey L. Latham, Administrator
Emergency Services Division
8 State Capitol
Salem, Oregon 97310

Attn: Mrs. Sandra Ekstrom

Re: OEP 319-10(C-10) P.L. 606
Sandy River (Brightwood) Bridge
Bridge Footing Protection
Clackamas County
Increase in work of Contract #7806

Dear Mr. Latham:

Our project contractor has diverted the portion of the Sandy River within the work area of this project back into its former channel. This was supposed to have been done by Clackamas County as a part of their OEP repair projects. Both the representatives from the Federal Highway Administration and Clackamas County agreed to this change. The cost of this additional work was approximately $880.00.

After the water receded, it was determined that the material within the vicinity of the bridge footing was not stable on a slope of 1/2 to 1, so the slope is to be decreased, with the actual slope being determined during construction. Then, with the precaution of starting the excavation 30 inches from the footing along with decreasing the slopes, the increase in the cost of the footing protection will be approximately $5,000.

The FHWA has agreed that this additional work for this project is necessary, and we are requesting your concurrence and increased financial participation in this matter. Mr. W. N. Bryant of the FHWA has contacted Mr. Willman of OEP concerning these changes.

Very truly yours,

George M. Baldwin
Administrator of Highways

By E. S. Hunter

E. S. Hunter
Assistant State Highway Engineer

RECEIVED
COUNTY & CITY SECTION
OCT 2 - 1972
ENGR. COOR. UE AE UE
UPE CE RE RPE

HR:ljt
cc: Victor Wolfe
H. S. Cox
Clackamas County
Attn: Mr. John McIntyre

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. W. N. Bryant, Area Engineer
Salem, Oregon

DATE: August 16, 1972

In reply refer to:

FROM : H. A. Schell, Division Bridge Engineer
Salem, Oregon

SUBJECT: Oregon Project OEP 319-10(c)10, PL 606
Sandy River Bridge at Brightwood

On August 14, I motored with Al Rear to the above bridge site to discuss the diversion of the river with the contractor and the County. This river diversion was to have been accomplished by "others" working under PL 606 funds administered by the County. The river diversion work will not start for at least three weeks, and this will put the bridge contractor into the start of the winter rains and could conceivably scratch the project.

Also discussed was the excavation around the footing and the possible support of the abutment during the construction. The County will close this road during the two-week construction period the contractor needs to excavate, support, and pour the concrete support wall for the footing. The contractor will also strut the footing up to the existing bridge deck to insure that no footing movement occurs. Extra expense will involve an extra-wide section of concrete which is necessary to prevent undermining of the footing and the equipment cost necessary for the diversion of the channel during the construction period. Channel leveling will be done by "others."

pk

RECEIVED
COUNTY & CITY SECTION
OCT 2 - 1972
☐ ENGR. ☑ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

7806

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sandy River (Brightwood) Bridge Section	WEEK ENDING: September 29, 1972
	SECTION PREFIX: 3-7982-03
HIGHWAY: County Road No. 26001	COUNTY: Clackamas
NAME OF JOB: Sandy River (Brightwood) Bridge Section	KIND OF WORK: Footing Protection
CONTRACTOR: Workman Const. Co. & David A. Nelson	CONTRACT NUMBER: 7806
	FEDERAL AID PROJECT NUMBER: OEP-319-10(c-10)
DATE OF CONTRACT: August 9, 1972	DATE WORK STARTED: August 16, 1972
	ESTIMATED COMPLETION DATE: September 14, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS
	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 60 — CALENDAR DAYS USED: 23
	SPECIFIED COMPLETION DATE
	PERCENT OF TIME ELAPSED: 38.3%
PROJECT AUTHORIZATION: $ 35,872.85	
EXCLUSIVE OF ENGINEERING: $ 32,739.85	ENGINEERING AUTHORIZATION: $ 3,133.00
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 35,000.00	ENGINEERING COST TO DATE: $ 2,616.41
ESTIMATED PERCENT: OVERRUN ~~XXXXXX~~ 6.9 %	PERCENT OF AUTHORIZATION: 83.5 %
	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
	DATE PROJECT WAS COMPLETED: September 14, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	18554							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 24	Showers	0		
MONDAY 25	Partly Cldy	0		
TUESDAY 26	Partly Cldy	0		
WEDNESDAY 27	Overcast	0		
THURSDAY 28	Overcast	0		
FRIDAY 29	Clear	0		
SATURDAY 23	Cldy Rain	0		

Keasey Bond Walker Johnsen Pease Glenn Litchfield Boro

RECEIVED
OCT 2 1972
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 24	No activity.
25 MONDAY	No activity.
26 TUESDAY	No activity.
27 WEDNESDAY	No activity.
28 THURSDAY	No activity.
29 FRIDAY	No activity.
23 SATURDAY	No activity.

REMARKS

Status: Project is 100% complete.

cc: 2- Construction
1- Bridge
1- Region 1
1- File

SIGNED _____ LOCATION Milwaukie

R. V. Cotton, Res. Br. Engr., by D. S. Carlson

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

FILING

OREGON STATE HIGHWAY DIVISION

7806

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 21, 1972

Glen L. Green
Acting Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

Attention: E. J. Valach

NOTED
A. E. JOHNSON

Re: Post Contract Implementation Reports - Portland Area Affirmative Action Plan

Gentlemen:

Attached herewith are six (6) copies each of the Post Contract Implementation Reports for the month of August, 1972, for the following projects covered by the Portland Area Affirmative Action Plan:

Section	F.A. Proj. No.	OFCC No. PORT-DOT (H)
Sandy River (Brightwood) Bridge	OEP-319-10(c-10)	8-72-003
Molalla River (Dickey Prairie) Bridge	OEP-319-10(c-47)	8-72-004
Norwood Rd. U-xing-Stafford Road Interchange	EHS-I-5-5(58)287	8-72-005

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr
Attachments

bc: A. E. Johnson w/att.

RECEIVED
SEP 22 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

TO: DIRECTOR, OFCC
FROM: FHWA (OREGON STATE HIGHWAY DIVISION)
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

OREGON STATE HIGHWAY DIVISION
EQUAL EMPLOYMENT OPPORTUNITY
POST CONTRACT IMPLEMENTATION

REPORT ON THE ADMINISTRATION OF THE PORTLAND PLAN FOR THE MONTH OF A

(1) OFCC identification number and the specific location of the project	(2) Did contractor submit monthly reports on time?	(3) Contractors reported manhours in the following trades	(4) Required minimum goals by trade %	(5) Contractors reported minority manhours by trade
PORT-DOT (H) - 8-72-00~~4~~3	No	Trade: Carpenter Prime - Workman Construction Co. & David A. Nelson (JV) ?	1.5 to 2.5	Trade: Carpenter Prime
		Trade: Operating Engineers Prime ?	"	Trade: Operating Engineers Prime
		Trade: Laborer Prime ?	"	Trade: Laborer Prime
		Trade: Cement Mason Prime ?	"	Trade: Cement Mason Prime
		Note: Reported number of employees - Not manhours.		
		Trade:		Trade:
		* Contractors work force static. Small emergency bridge repair project completed on 9-14-72.		

M. D. Glenn
Construction EEO Engineer

FORM E-889

OREGON STATE HIGHWAY DIVISION
EQUAL EMPLOYMENT OPPORTUNITY
POST CONTRACT IMPLEMENTATION

MINISTRATION OF THE PORTLAND PLAN FOR THE MONTH OF August 1972

	(4) Required minimum goals by trade %	(5) Contractors reported minority manhours by trade		(6) Minority manhours as a percent of total	(7) Number of workers employed by trade		(8) Is contractor in compliance with goal requirements? (Yes or No)	(9) If not, has 30 day show-cause letter been sent? If not, attach full explanation.	(10) Have required compliance reviews been conducted?	(11) If so, have copies been furnished Director, OFCC and Area Coordinator?
					Total	Minorities				
	1.5 to 2.5	Trade: Carpenter					No	No*	No*	
?		Prime	0	0	2	0				
	"	Trade: Operating Engineers								
?		Prime	0	0	4	0	No			
	"	Trade: Laborer								
?		Prime	0	0	2	0	No			
	"	Trade: Cement Mason								
?		Prime	0	0	1	0	No			
		Trade:								

oyees - Not manhours.

tic. Small emergency bridge repair project

M. D. Glenn
Construction EEO Engineer

RECEIVED
AUG 31 1972
FOR FILING

7806

August 30, 1972

Workman Construction Company
& David A. Nelson
P. O. Box 520
Canby, Oregon 97013

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7806 for footing protection on the Sandy River (Brightwood Bridge) Section on County Road No. 26001 in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc **General Insurance Co. of America**
Portland Service Office
1500 S. W. First
Portland, Oregon 97201
bc **C. T. Keasey**
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
R. V. Cotton

RECEIVED
AUG 17 1972
FOR FILING

7806

Sandy K. Ek.

August 15, 1972

Mr. Harvey Latham, Director
Department of Emergency Services
21 State Capitol Bldg.
Salem, Oregon 97310

Attn: Mrs. Sandra Ekstrom

Re: January, 1972 Storm Damage
Project Application Revision #2
P.L. 606, OEP 319-10
Project #C-10 and C-47
Revision of Supplemental #1

Dear Mr. Latham:

Five copies each of two revised Damage Survey Reports for two structures in Clackamas County are attached.

Both of these projects are still in catagory "C" and their revised estimated cost is $45,733.26.

Would you please make this adjustment in the application by the Oregon State Highway Division, which will be the contracting agent in behalf of the county.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

HR:ljt
Encl.

cc: Victor D. Wolfe
R. S. Cox
John McIntyre, Clackamas Co.

☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

DAMAGE SURVEY REPORT

(Under Public Law 875, 81st Congress, as amended)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.) Oregon State Highway Division	2. DISASTER DECLARATION DATE 1/21/72
3. STATE Oregon / 4. COUNTY Clackamas	5. INSPECTION DATE 5/24/72
6. WORK CATEGORY (SEE DEFINITIONS)	7. MAP OR PHOTO REFERENCE NO.
a. TYPE (Check) [ ] A [ ] B [X] C [ ] D [ ] E [ ] F / b. ITEM NO. C-47 Sub. / c. TOTAL ITEMS	8. WORK TO BE ACCOMPLISHED BY: [X] a. Contract [ ] b. Force Account
9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES Co. Rd. No. 52008-Dickie Prairie Bridge 24' wide-220' long-3 span structure	10. PERCENTAGE OF WORK COMPLETED TO DATE 0%

11. DESCRIPTION OF DAMAGE

Molalla River undermined east abutment and eroded left river bank endangering another footing.

12. PROPOSED EMERGENCY WORK

Divert river away from east abutment, construct a cutoff wall in front of footing, pump concrete into void under the footing and place riprap as necessary.

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
See attached estimate by Bridge Engineer				30,733.26
		TOTAL ESTIMATED COST		$30,733.26

14. INSURANCE COVERAGE [ ] YES [X] NO [ ] AMOUNT

15. FINDINGS

a. ELIGIBLE / b. INELIGIBLE (Explain Separately)	c. FEDERAL INSPECTOR (Signature & Agency Name)	d. DATE
	W. N. Bryant, Area Engineer	6/1/72

16. CONCURRENCES

	c. STATE INSPECTOR (Signature)	d. AGENCY OR OFFICE	e. DATE
a. YES [ ] b. NO			
	c. REPRESENTATIVE OF APPLICANT (Signature)		d. DATE
a. YES [ ] b. NO			

OCP 164
May 1969

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN HANDBOOK FOR FEDERAL AGENCY INSPECTORS, OEP CIRCULAR 1060.6

COPY NO. 1—C[illegible]

23.26

Freyer Park Bridge Item No. C-47 Supplement
Estimate to repair north abutment footing

Plan: Divert river away from abutment, pour new cutoff wall in front of abutment.

			Equipment	Material	Labor
River diversion & restoration					
1 D-8 Cat	60 hrs. x	$31.75	1905.00		
1 low boy	40 hrs. x	12.30	492.00		
2 pickups	40 hrs. x	2.70	216.00		
1 tractor operator	60 hrs. x	6.82			409.20
1 lowboy operator	40 hrs. x	6.08			243.20
1 laborer	60 hrs. x	5.25			315.00
1 mechanic	40 hrs. x	6.82			272.80
Abutment Repair					
3 carpenters	40 hrs. x	6.38			765.60
3 laborers	80 hrs. x	5.25			1260.00
1 foreman	80 hrs. x	6.88			550.40
1 20T crane	80 hrs. x	24.75	1980.00		
1 105 compr	40 hrs. x	3.95	158.00		
2 pickups	80 hrs. x	2.70	432.00		
1 crane operator	80 hrs. x	6.90			552.00
1 crane oiler	80 hrs. x	6.10			488.00
Formwork				1000.00	
Conc.-5CY @ $45 (Incl. resteel)				225.00	
Generator	80 hrs. x	2.00	160.00		
2 pumps 6"	80 hrs. x	9.20	1472.00		
1 backhoe oper.	40 hrs. x	6.60			264.00
1 backhoe	40 hrs. x	10.00	400.00		
2 10 CY dumptrucks	40 hrs. x	11.75	940.00		
2 dumptruck opers.	40 hrs. x	6.03			482.40
Riprap 200 CY @ 5.00	"	"		1000.00	
		Subtotal	8155.00	2225.00	5602.60
		+27% Labor Fringe			7115.30
		+15% Equip. O'head	9378.25		
		+20% Mat'l. & Labor		2670.00	8538.36
		TOTAL			20,586.61
		+25% Engineering & Contingencies			5,146.65
					25,733.26

Estimate to riprap south bank:

Riprap (inplace cost)	800 CY @ 5.00	4,000.00	
	+25% engr.&cont.	1,000.00	
			5,000.00
	TOTAL COST		$30,733.26

EMERGENCY PLANNING
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT

(Under Public Law 875, 81st Congress, as amended)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.)
Clackamas County Oregon State Highway Div.

2. DISASTER DECLARATION DATE
1-21-72

3. STATE
Oregon

4. COUNTY
Clackamas

5. INSPECTION DATE
5-4-72

6. WORK CATEGORY (SEE DEFINITIONS)

a. TYPE (Check) ☐ A ☐ B ☒ C ☐ D ☐ E ☐ F

b. ITEM NO.
C-10-S

c. TOTAL ITEMS

7. MAP OR PHOTO REFERENCE NO.
None

8. WORK TO BE ACCOMPLISHED BY:
☒ a. Contract ☐ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES
Englewood Bridge across Sandy River
Co. Rd. No. 26001 26' wide x 155' long - 2 span, PCG

10. PERCENTAGE OF WORK COMPLETED TO DATE
0%

11. DESCRIPTION OF DAMAGE
Due to gravel deposited during the flood the main river channel has been changed and lowered resulting in considerable erosion under the north spread footing of the structure. The south span of the bridge was replaced after the 1964 flood.

12. PROPOSED EMERGENCY WORK
Construct a concrete cutoff wall on the river side of the abut. down to approx. elev. 72 (approx 6' below present channel). Grout the void between the cutoff wall and the footing and under the footing. Place rip rap in front of cutoff wall as necessary.

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
See	Attached	Letter		
		TOTAL ESTIMATED COST		$ 15,033.00

14. INSURANCE COVERAGE ☐ YES ☒ NO ☐ AMOUNT

15. FINDINGS

a. ELIGIBLE / b. INELIGIBLE (Explain Separately)	c. FEDERAL INSPECTOR (Signature)	d. DATE
☒ a. ELIGIBLE ☐ b. INELIGIBLE	Walt Bryant, Area Engineer	5-11-72

16. CONCURRENCES

	c.	d.	e.
☐ a. YES ☐ b. NO	c. STATE INSPECTOR (Signature)	d. AGENCY OR OFFICE	e. DATE
☐ a. YES ☐ b. NO	c. REPRESENTATIVE OF APPLICANT (Signature)		d. DATE

Form OEP 161
* September 1968

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN HANDBOOK FOR FEDERAL AGENCY INSPECTORS, OEP CIRCULAR 4000.8

COPY NO. 1 - OEP COPY

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

RECEIVED
COUNTY & CITY SECTION
JUN 21 1972
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

U.S. DEPARTMENT OF TRANSPORTATIC
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 9, 1972

In reply refer to: 10-35.6/409.2

TO : W. N. Bryant, Area Engineer
Salem, Oregon

FROM : R. A. Schell, Division Bridge Engineer
Salem, Oregon

SUBJECT: Flood Damage Work
Cooks Bridge, Brightwood, Oregon - Item C-10-S

History

Cooks Bridge is a prestressed concrete structure across the Sandy River connecting U.S. Highway 26 to Truman Road. It is located in an area where extensive damage was incurred during the 1964 flood. The structure was just being constructed during the peak of this flood and the entire south abutment was washed away by the flooding waters of the Sandy River. The riverbed is composed of sand and gravel boulders relatively light in weight and there is a riffle approximately 500 feet downstream from the bridge.

The Corps of Engineers did extensive revetment work after the '64 flood and apparently lowered the stream channel in order to contain the river. The flood this winter has undermined a north abutment of the structure along most of its width within the roadway section. This undermining in some areas goes back as much as 1 to 2 feet and repair is necessary in order to prevent a complete failure of the structure.

After the '64 food the elevation of the south abutment was reestablished at 72.7 feet while the center pier remained at 76.2 but the north pier which was not damaged remained at 80.7 feet. The stream, at least at low water, appears to be flowing mostly through the north span. The channel elevation just adjacent to the north abutment is about at elevation 78.

Repair

In order to repair the damage to the structure it will be necessary to place a cutoff wall on the river side of the abutment down to the approximate elevation 72 which is 6 feet below the apparent lowest point of the channel at this time. The stream should be diverted to the south channel and a backhoe employed to excavate in front of the abutment at a slope that will safely maintain the integrity of the abutment. The cutoff wall will then be constructed

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS P

up to the base of the footing and grout pipes placed underneath the footing for grouting after the sheer wall has hardened sufficiently to allow this work to proceed. This will solidfy any void area underneath the footing and insure the integrity of the abutment.

Major items of cost for this work will involve three days for a backhoe and two days for buldozer and the employment of carpenters and laborers for approximately two weeks time to prepare the area and construct concrete forms for the sheer wall. At least 5 pipes should be installed underneath the footing for the pumping operation. This grouting operation should not take over two days. Riprap should be placed in front of the sheer wall for further protection against scour and the entire area graded with the native gravel and boulders in the stream bed to about elevation 84 if possible. Some materials can be drifted over from the center pier area to accomplish this backfilling. Total cost for the work should be in the vicinity of $12,000 to $13,000. The entire operation should be completed within approximately one months time.

HASchell:ch

File

18558

PL 606

RECEIVED
COUNTY & CITY SECTION
AUG 23 1972
ENGR. COOR. GE TE LE UE
UPE CE RE RPE

BRIDGE DIVISION

Name of Job Sandy River-Brightwood Bridge Contract No. 7806

Highway Clackamas Co. Rd. 26001 Job No. _____

Contractor _____

x Initial)
_____ Intermediate)
_____ Final)
_____ Special)

Inspection was made by A. A. Rear, Robert Cotton, and H. Schell of the FHWA, and Dick Dopp on August 14, 1972 .
Date

REMARKS: Personnel listed above met with the contractor at the site to discuss methods of construction and probable time schedule. At the time the project was set up the County indicated that they would have Sandy River diverted to the south span of the structure. Examination of the site at this time indicates no work has been done on this diversion. Since the diversion work and the structure are both being performed and financed by the same fund, it was decided that we would authorize the bridge contractor to perform whatever work was necessary to divert the stream, since this work once it is performed will not have to be performed by the contractor involved in the stream diversion. It was also decided that we would increase the cross section of concrete for this project by allowing the excavation for the cutoff wall to start 30 inches from the base of the abutment rather than at the edge of the abutment and also to allow it to be constructed on a 1:1 slope rather than 1/2 to 1 as indicated on the plans. The actual slope will be determined during construction. The resident engineer was directed to negotiate an equipment rental price agreement for Dozer work required to divert the stream. The other items will be adjusted at unit prices indicated on the contract. Both representatives from Clackamas

cc: Div. Engr. L. Rulien
Res. Engr. R. Cotton
Br. Engr. A. A. Rear

P. Wright
L L Wallace

Signed
A. A. Rear /s/

County and the Federal Highway Administration were in agreement with this procedure. Clackamas County representative will request the County Court to pass an ordinance closing the structure to traffic for a two week period beginning August 21 because the stability of this structure during construction under traffic would be questionable.

RECEIVED
AUG 9 - 1972
FOR FILING
7806

August 9, 1972

Workman Construction Company
and David A. Nelson
P. O. Box 520
Canby, Oregon 97013

Gentlemen:

The State Highway Commission on August 4 accepted your proposal on the Sandy River (Brightwood) Bridge in Clackamas County for the sum of $30,730 and referred it to the Administrator of Highways with authority to award the contract pending satisfactory compliance with the Portland Area Affirmative Action Plan and as soon as approval is received from the County of Clackamas, the Office of Emergency Planning and the Federal Highway Administration.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7806.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
L. H. Young
Attn: Vince Gallagher
Walt Hart
Don Trout
L. W. Rulien
R. V. Cotton
Wm. Geibel (SAIF)

RECEIVED

FORM E-30-X 12-67

7806

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1972

To: L. H. Young
Programing Engineer
BUILDING

SUBJECT: #26 - Sandy River (Brightwood) Bridge
Portland Area Affirmative Action Plan

NOTED
A. E. JOHNSON

Mr. Harold Workman of Workman Construction Company and David A. Nelson, Joint Venture, was in this morning and completed the certification of compliance with the Portland Plan on the subject project.

This certification has been reviewed and found acceptable.

C. T. Keasey
Construction Engineer

By M. D. Glenn

M. D. Glenn
EEO Engineer

MDG:fr

cc: A. E. Johnson
E. S. Hunter
Floyd Query

RECEIVED
AUG 9 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING
7506

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1972

To: L. H. Young
Programing Engineer
BUILDING

SUBJECT: July 27-28, 1972 Bid Letting
Portland Area Affirmative
Action Plan

A review of the Portland Area Affirmative Action Plan certifications, submitted by Ross Bros. Construction Inc. of Salem, Oregon, have been reviewed.

In view of the supplemental data furnished by the A.G.C., relating to additional trades as signatories to this plan, the certifications required under Part 1 submitted by Ross Bros. are considered acceptable for the following projects:

#16 Clear Creek Bridge Section
#26 Sandy River (Brightwood) Bridge Section
#27 Molalla River (Dickey Prairie) Bridge Section

Ross Bros. contacted me by telephone regarding Mr. Query's letters of August 1, 1972 relating to this matter. I am, by a copy of this letter, confirming my verbal notification of this acceptance and notification that a future meeting with me will not be required.

NOTED
E. S. HUNTER

C. T. Keasey
Construction Engineer

By M. D. Glenn

M. D. Glenn
EEO Engineer

MDG:fr

cc: A. E. Johnson
E. S. Hunter
Floyd Query
Ross Bros. Construction, Inc.

RECEIVED
AUG 3 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

7806

August 2, 1972

O.E.P. 319-10

Workman Construction Co. and
David A. Nelson
P. O. Box 520
Canby, Oregon 97013

Gentlemen:

Re: Portland Affirmative Action Plan

Your bid received at the July 27-28th bid letting on the Sandy River (Brightwood) Bridge Section Project in Clackamas County has been found lacking in completion and adequacy with respect to the certification required regarding compliance with the Equal Opportunity (Portland Affirmative Action Plan).

In order that your bid can be considered in recommendations to the Highway Commission, it will be necessary for you to rectify errors in your certification of the Portland Affirmative Action Plan and expand the same to comply. It is requested that you contact Mr. David Glenn, Federal Liaison and EEO Engineer, immediately in order that a meeting can be held prior to August 10, 1972. He can be reached at 378-6318.

This letter is being sent to the low bidder and to the second low bidder on this project.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bc Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
C. T. Keasey
L. H. Young
David Glenn

Same letter sent to Ross Bros. Const., Inc., 3501 Brooklake Road N., Salem, Oregon 97303.

LHY:dg/ESH:jf/FQ:dr

AUG 1972

FOR FILING

FORM S-30-X 12-67

7804

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 2, 1972

SUBJECT:

To: MEMO TO THE FILES:

On this date, I received from Mr. Ron Anderson letters listing crafts signatories to the Portland Hometown Plan. Included were the Carpenters and Laborers trades and a letter dated March 8, 1972 from Mr. N. H. Pearson of the OFCC granting final approval of the plan and listing the Carpenters as one of the signatory trades. Copies of this data were sent to E. J. Valach, Fred Flowers and Ellis Casson of the FHWA.

Unfortunately, the Laborers trade was omitted from this listing, but is included as one of the trades which as an affiliate of the Construction Trade Council of Portland and Vicinity unanimously endorsed the plan.

I notified Mr. Pat O'Neil of the Federal Highway Administration that this information had been received and he agreed that we could proceed in accepting Part 1 certification from contractors who list trades which are in fact signatories to the plan and which are not contained on the OFCC approved list.

With the receipt of this information, the acceptance of Ross Bros. Construction, Inc. certification of compliance with Portland Area Affirmative Action Plan on the following projects, for which bid proposals were received on July 27th and 28th, 1972, can be given:

#16 Clear Creek Bridge Section - Low bidder
#26 Sandy River (Brightwood) Bridge - 2nd bidder
#27 Molalla River (Dickey Prairie) Bridge - 2nd bidder

NOTED
E. S. HUNTER

M. D. Glenn
Construction EEO Engineer

MDG:fr
cc: A. E. Johnson
E. S. Hunter
L. H. Young
Gene Huntley
FHWA
C. G. Swenson

RECEIVED
AUG 3 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
1-1972
FOR FILING
7806
MISC. CONTRACTS and AGREEMENTS No. 4514

July 31, 1972

Board of County Commissioners
Clackamas County
Courthouse
Oregon City, Oregon 97045

Attention: George Poppen
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Brightwood (Sandy River) Bridge on Brightwood Road in Clackamas County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Attachment

bc H. S. Cox (Agree. Att.)

MEMO TO FILES

RE: Footings, Brightwood (Sandy River) Bridge
O.E.P. 319-10(C-10) P.L. 606

July 24, 1972

Attached is a damage survey report and map indicating that there will be some additional work done by the County in the channel of the Sandy River in the area of our contract. As I understand from the County, they are going to put the river back in its original channel. If they do this before our contract, the bridge footing will dry.

I also was informed by the County that we will be able to close the bridge to traffic during construction if the engineer feels it is necessary.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:lat
Att.
cc: C. T. Keasey
C. G. Swenson
L. W. Rulien

EXECUTIVE OFFICE OF THE PRESIDENT — OFFICE OF EMERGENCY PREPAREDNESS

DAMAGE SURVEY REPORT

(Under Public Law 606, 91st Congress)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.) Clackamas County	2. DISASTER DECLARATION DATE 21 January 1972
3. STATE Oregon / 4. COUNTY Clackamas	5. INSPECTION DATE 17 March 1972
6. WORK CATEGORY (SEE DEFINITIONS) a. EMERGENCY [ ] A [X] B [ ] C-1 [ ] D-1 [ ] E-1 [ ] F-1; b. PERMANENT [ ] C-2 [ ] D-2 [ ] E-2 [ ] F-2 [ ] G / c. ITEM NO. 4	7. MAP OR PHOTO REFERENCE NO. See drawing # 4
	8. WORK TO BE ACCOMPLISHED BY: [X] a. Contract [ ] b. Force Account
9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES The Sandy River emergency channel work is located in Section 24, T.2S., R6E. at the North Brightwood County Road Bridge at river mile 38.5±.	10. PERCENTAGE OF WORK COMPLETED TO DATE 0

11. DESCRIPTION OF DAMAGE
Sandy River has built up a gravel bar at the bridge in the center of the channel decreasing its capacity and endangering the county road bridge and other property in the area.

12. PROPOSED WORK
Emergency measures are proposed to move the gravel from mid channel to the right bank for protection and re-establish the channel back to its proper location.

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
250	Hours	Equipment time (D/8 Cat. or equiv. w/U-Blade) (Channel work)	$ 40.00	$ 10,000.00
1	Job	Mob. & Demob.	400.00	400.00
			TOTAL ESTIMATED COST	$ 10,400.00

RECEIVED
COUNTY & CITY SECTION
JUL 24 1972
[ ] ENGR. [✓] COOR. [ ] OE [ ] AE [✓] UE
[✓] UPE [✓] CE [ ] RE [ ] RPE [ ]

14. INSURANCE COVERAGE [ ] YES [X] NO AMOUNT _____

15. RECOMMENDATION

a.	b.	c. FEDERAL INSPECTOR (Signature & Agency Name)	d. DATE
[X] ELIGIBLE	[ ] INELIGIBLE (Explain Separately)	R M Hay Corps of Engineers	31Mar72

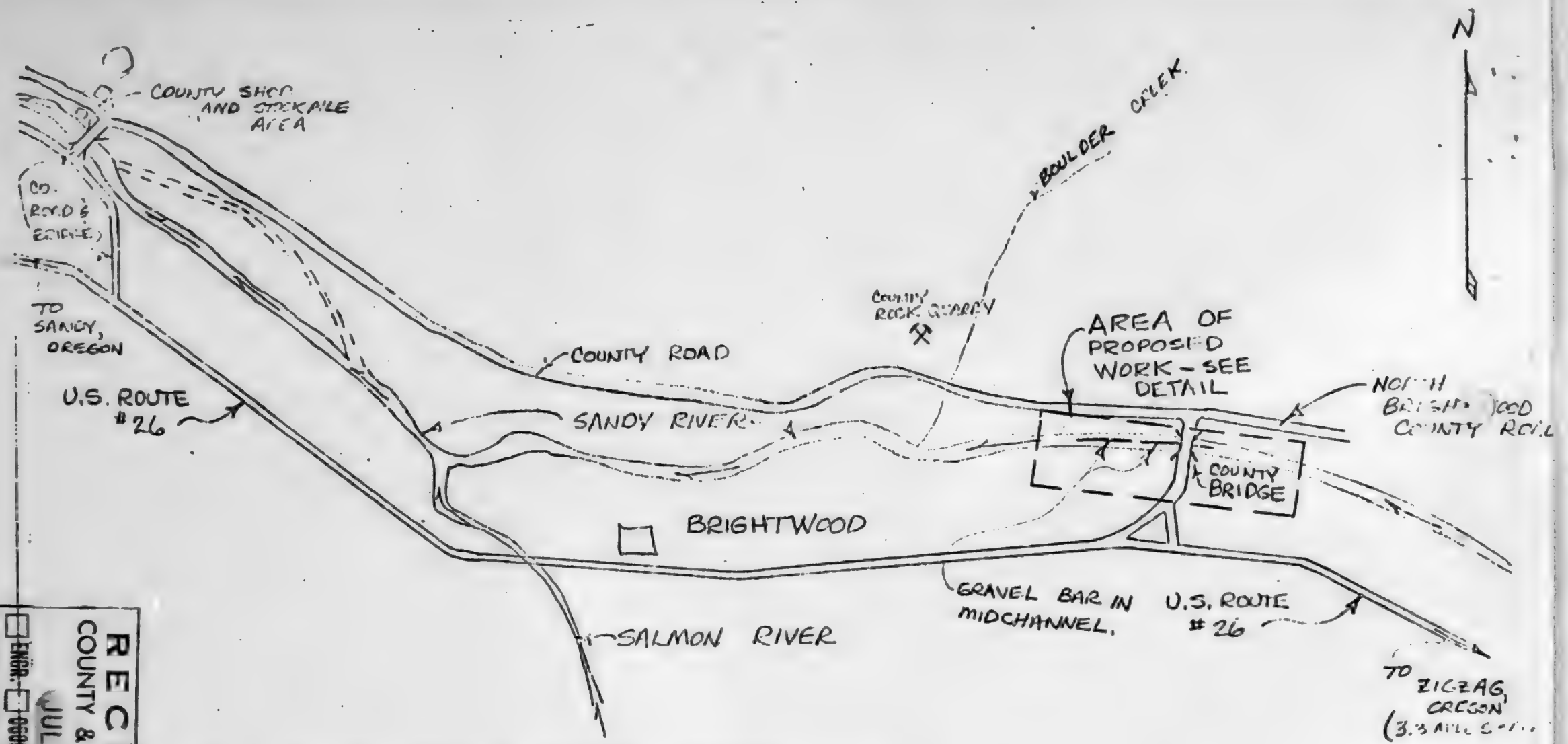
16. CONCURRENCES

[ ] a. YES [ ] b. NO	c. STATE INSPECTOR (Signature)	d. AGENCY OR OFFICE	e. DATE
[ ] a. YES [ ] b. NO	c. REPRESENTATIVE OF APPLICANT (Signature)		d. DATE 4/6/72

Form OEP 164
February 1971

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN MANUAL FOR FEDERAL OFFICIALS, OEP CIRCULAR 4000.6B

COPY NO. 1 – OEP COPY



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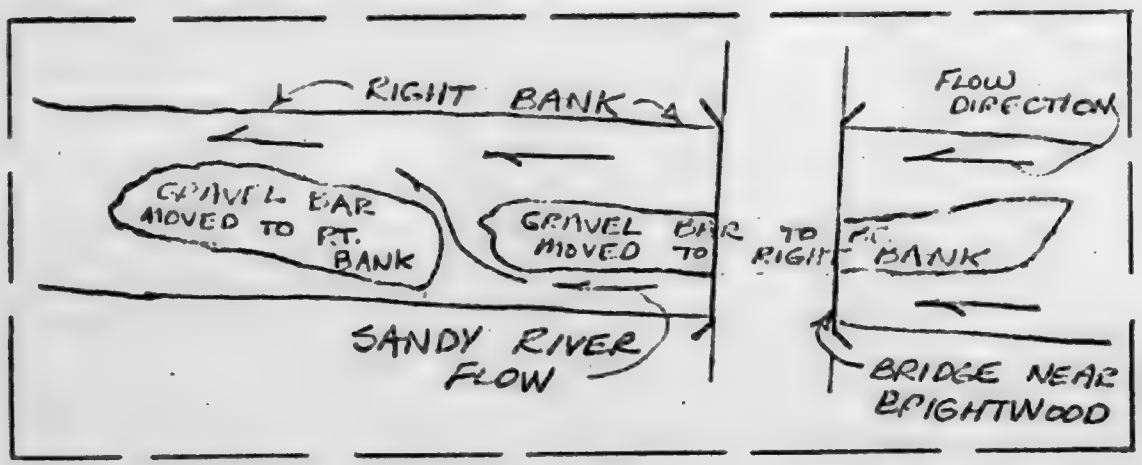
UPE ☐ CE ☐ RE ☐ RPE ☐



DETAIL OF PROPOSED WORK

DRAWING NO. 4

SANDY RIVER

BRIGHTWOOD, OREGON ARE

28 MARCH 1972 DAR

PL 606
Clack Co

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

Hall
A. Olson
Terpin
Scott
Swenson
K. Olson
Traut

RECEIVED
JUL 24 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

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COUNTY & CITY SECTION
AUG 29 1972
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

July 21, 1972

cc's sent 7/24:
E. S. Hunter
L. H. Young
W. J. Hart (2)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (2)
L. W. Rulien (4)

Mr. George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

This is in reply to your letter of July 6, 1972, requesting our comments on two projects as follow:

1. Molalla River (Dickie Prairie) Bridge Section
   County Road 52008, Clackamas County

2. Brightwood (Cook's) Bridge
   County Road 26001, Clackamas County

The plans are satisfactory to us; however, we are concerned about fall chinook, coho salmon, and steelhead which ascend the two streams in question during the fall months.

NOTED
R. D. ASBURRY

Work in the stream, unless behind sheet pile cofferdams or berms, should be completed by October 1. Other than that there should be no problem from a wildlife standpoint.

Very truly yours,

R. O. Koski
Fishery Staff Specialist

NOTED
A. N. CHASE

NOTED
L. H. YOUNG

ROK:js

cc: Dir. FCO

RECEIVED
JUL 24 1972
PROGRAMING SECTION

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

RECEIVED
COUNTY & CITY SECTION
AUG 29 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
EDW. G. HUFFSCHMIDT
Vice Chairman
McKEE A. SMITH
Member
THOMAS E. KRUSE
State Fisheries Director

July 13, 1972

George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

Attention Frank L. Hall

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 18 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Dear Mr. Baldwin:

cc's sent 7/18/72 to:
E. S. Hunter
L. H. Young
W. J. Hart(3)
W. H. Tebeau
C. G. Swenson
F..E. Terpin(3)
L. W. Rulien(4)
J. B. Boyd(2)

The following projects transmitted to us by your letters dated July 5 and 6, 1972 respectively have been reviewed.

Big Creek Bridge Section, FAS 756, Clatsop County

Molalla River (Dickie Prairie) Bridge Section, County Road 52008, Clackamas County

Brightwood (Cook's) Bridge, County Road 26001, Clackamas County

Regarding Big Creek section, we have a fish hatchery located downstream from the proposed work so we are extremely concerned that there are no detrimental effects to the fishery resource i.e. poor fish passage or silting of the water.

The embankment material should be of such consistency as to not wash out at high water stages and damage stream bed downstream.

There was no channel change profile submitted with the proposal so we have no knowledge of the proposed profile configuration but recommend that a pool, riffle type profile be considered in lieu of a straight grade that might increase velocities and scour in the stream. Spawning fish will be in the area after August 30 so no work in the water should be done after that period.

RECEIVED
JUL 18 1972
PROGRAMING SECTION

NOTED
R. D. ASBURRY

NOTED
R. MCHASE

We anticipate no fishery conflicts with the other two projects providing work is done during low flow period so water quality is maintained.

The opportunity to review these projects is appreciated.

Sincerely,

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon Game Commission

Copies: John Oaks
C. G. Swanson
R. N. Chase
L. W. Rubion

PL606

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

7-17-72

SUBJECT: Federal Aid Project No. _____

Highway No. O.E.P. 319-10(C-10) P.L. 606

Project Name
Sandy Riv. (Brightwood) Br., Brightwood Rd.

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☑ There has been no displacement of persons from residences, farms, or businesses; or

☑ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon,

this 17th day of July, 1972

Clackamas County

Chairman

Commissioner

Commissioner

RECEIVED
COUNTY & CITY SECTION
JUL 19 1972
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

(5/12/70)

July 7, 1972

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon 97045

Attn: Mr. John McIntyre
Director of Public Works

Re: O.E.P. 319-10
P. L. 606

Brightwood (Sandy River) Bridge
Clackamas County
Bridge No. 1855A

Dickey (Molalla River) Bridge
Clackamas County
Bridge No. 605B

Gentlemen:

Enclosed are two prints of each of the two subject projects. Would you please examine these prints and if acceptable, note your approval thereon and return one of each to this office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt

ENGR. [✓] PLAN. [✓] [✓] UPE [✓] CE [ ] RE [✓] RPE [ ]

PL 606

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 6, 1972

Mr. John McKean
State Game Director
Oregon State Game Commission
P. O. Box 3503
Portland, Oregon 97208

Attention: Mr. R. O. Koski

Gentlemen:

To satisfy requirements of the Federal Highway Administration in their Instructional Memorandum 21-5-63 dated June 12, 1963, herewith are preliminary plans for the following projects scheduled for contract letting July 27-28, 1972.

1. Molalla River (Dickie Prairie) Bridge Section
   County Road 52008
   Clackamas County

2. Brightwood (Cook's) Bridge
   County Road 26001
   Clackamas County

Your special attention and recommendations will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

cc: E. S. Hunter
L. H. Young
W. J. Hart (2)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (2)
L. W. Rulien (4)

Enclo.

RECEIVED
COUNTY & CITY SECTION
JUL 10 1972
☐ ENGR. ☑ COOR. ☐ LE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

RECEIVED
JUL 7 1972
PROGRAMING SECTION

NOTED
L.H. YOUNG

NOTED
R N CHAS.

June 9, 1972
(date)

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon 97045

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway County Road (P.L. 606)

Section Sandy River (Brightwood) Br.: Bridge Repair

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
JUN 26 1972
[✓] ENGR. [✓] COOR. [ ] UE [X] RE [✓] UE
[ ] UPE [✓] CE [ ] RE [ ] RPE [ ]

6/21/72
(date)

By [signature]

By Fred Steiwer
Commissioner

By _____
Commissioner

cc: L. H. Young
Attn: Duane Ridings

STATE COPY

ER-606
Clack Co

Box 300
Salem OR 97308

May 15, 1972

10-35-DA/409.2

RECEIVED
COUNTY & CITY SECTION
MAY 16 1972
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. Creath A. Tooley, Regional Director
Office of Emergency Preparedness
Arcade Building
1319 Second Avenue
Seattle, Washington 98101

Dear Mr. Tooley:

Subject: Disaster Contract OEP-319-DR
Clackamas County, Item C-10 Supplemental
Presidential Declaration 1-21-72 -
Federal Highway Administration

Attached is a supplemental report covering corrective work necessary on the Brightwood (Cooks) Bridge under Item C-10.

As previously indicated the full extent of damage and the proper corrective action could not be fully determined at the time the original damage survey report was submitted because of the river elevation at that time. The County has requested that the Oregon State Highway Division perform all necessary design work and award the contract.

Sincerely yours,
Original signed by
G. K. Hossner
Dist. Engineer
R. E. Simpson
Division Engineer 5/14/72

Call Bryant
Hold until we hear from FHWA about Dickie Prairie Br. Age
WR

Enclosure

cc:
Region (10-00.343) w/encl
Clackamas County, w/encl
OSHD, w/encl

OFFICE OF EMERGENCY PLANNING
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT

(Under Public Law 875, 81st Congress, as amended)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.)

2. DISASTER DECLARATION DATE: 1-21-72

3. STATE: Oregon

4. COUNTY

5. INSPECTION DATE: 2-1-72

6. WORK CATEGORY (SEE DEFINITIONS)

a. TYPE (Check) ☐ A ☐ B ☒ C ☐ D ☐ E ☐ F

b. ITEM NO.

c. TOTAL ITEMS

7. MAP OR PHOTO REFERENCE NO.: None

8. WORK TO BE ACCOMPLISHED BY: ☒ a. Contract ☐ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES

10. PERCENTAGE OF WORK COMPLETED TO DATE

11. DESCRIPTION OF DAMAGE

12. PROPOSED EMERGENCY WORK

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
		TOTAL ESTIMATED COST		

14. INSURANCE COVERAGE ☐ YES ☒ NO ☐ AMOUNT

15. FINDINGS

a. ELIGIBLE / b. INELIGIBLE (Explain Separately)	c. FEDERAL INSPECTOR (Signature)	d. DATE
☒ a. ☐ b.		2-1-72

16. CONCURRENCES

	c.	d.	e.
☐ a. YES ☐ b. NO	c. STATE INSPECTOR (Signature)	d. AGENCY OR OFFICE	e. DATE
☐ a. YES ☐ b. NO	c. REPRESENTATIVE OF APPLICANT (Signature)		d. DATE

Form OEP 164
September 1966

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN HANDBOOK FOR FEDERAL AGENCY INSPECTORS, OEP CIRCULAR 4000.6

COPY NO. 3 - OEP COPY

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

RECEIVED
COUNTY & CITY SECTION
JUN 21 1972
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

U.S. DEPARTMENT OF TRANSPORTATIO
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 9, 1972

In reply refer to 10-35.6/409.2

TO : W. N. Bryant, Area Engineer
Salem, Oregon

FROM : H. A. Schell, Division Bridge Engineer
Salem, Oregon

SUBJECT: Flood Damage Work
Cooks Bridge, Brightwood, Oregon - Item C-10-S

History

Cooks Bridge is a prestressed concrete structure across the Sandy River connecting U.S. Highway 26 to Truman Road. It is located in an area where extensive damage was incurred during the 1964 flood. The structure was just being constructed during the peak of this flood and the entire south abutment was washed away by the flooding waters of the Sandy River. The riverbed is composed of sand and gravel boulders relatively light in weight and there is a riffle approximately 500 feet downstream from the bridge.

The Corps of Engineers did extensive revetment work after the '64 flood and apparently lowered the stream channel in order to contain the river. The flood this winter has undermined a north abutment of the structure along most of its width within the roadway section. This undermining in some areas goes back as much as 1 to 2 feet and repair is necessary in order to prevent a complete failure of the structure.

After the '64 food the elevation of the south abutment was reestablished at 72.7 feet while the center pier remained at 76.2 but the north pier which was not damaged remained at 80.7 feet. The stream, at least at low water, appears to be flowing mostly through the north span. The channel elevation just adjacent to the north abutment is about at elevation 78.

Repair

In order to repair the damage to the structure it will be necessary to place a cutoff wall on the river side of the abutment down to the approximate elevation 72 which is 6 feet below the apparent lowest point of the channel at this time. The stream should be diverted to the south channel and a backhoe employed to excavate in front of the abutment at a slope that will safely maintain the integrity of the abutment. The cutoff wall will then be constructed

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SA[illegible]GS P[illegible]

up to the base of the footing and grout pipes placed underneath the footing for grouting after the sheer wall has hardened sufficiently to allow this work to proceed. This will solidfy any void area underneath the footing and insure the integrity of the abutment.

Major items of cost for this work will involve three days for a backhoe and two days for buldozer and the employment of carpenters and laborers for approximately two weeks time to prepare the area and construct concrete forms for the sheer wall. At least 5 pipes should be installed underneath the footing for the pumping operation. This grouting operation should not take over two days. Riprap should be placed in front of the sheer wall for further protection against scour and the entire area graded with the native gravel and boulders in the stream bed to about elevation 84 if possible. Some materials can be drifted over from the center pier area to accomplish this backfilling. Total cost for the work should be in the vicinity of $12,000 to $13,000. The entire operation should be completed within approximately one months time.

HASchell:ch

Duplicate set

OFFICE OF EMERGENCY PLANNING
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT

(Under Public Law 875, 81st Congress, as amended)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.): Clackamas Co.

2. DISASTER DECLARATION DATE: 1-21-72

3. STATE: Oregon

4. COUNTY: Clackamas

5. INSPECTION DATE: 3-1-72

6. WORK CATEGORY (SEE DEFINITIONS)

a. TYPE (Check): ☐ A ☐ B ☒ C ☒ D ☐ E ☐ F

b. ITEM NO.: C-10

c. TOTAL ITEMS:

7. MAP OR PHOTO REFERENCE NO.: None

8. WORK TO BE ACCOMPLISHED BY: ☒ a. Contract ☐ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES
Brightwood Bridge across Sandy River
Co. Rd. No. 26C01 26'wide x 155'long-2 span, PCG

10. PERCENTAGE OF WORK COMPLETED TO DATE

11. DESCRIPTION OF DAMAGE Due to gravel deposited during the flood main river channel has change causing considerable erosion under spread footing for N. abut. of the structure. Extent of erosion cannot be determined until water goes down. ~~Other~~ One span (south) replaced after 1964 flood.

12. PROPOSED EMERGENCY WORK
Temp. bracing, removal of existing abutment - lower footing approx. 8 feet - replace the abutment. Place protective rip-rap as necessary. Method of repair subject to change after full extent of damage has been determined.

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
All	L.S.	Temp. bracing (steel H piles)	2000.00	2000.00
All	L.S.	Remove existing abutment	1000.00	1000.00
700	C.Y.	Excavation, unclass.	6.00	4200.00
500	C.Y.	Excavation, structural	12.00	6000.00
160	C.Y.	Class A Concrete	130.00	20,800.00
14,500	lbs	Rein. Steel	0.20	2900.00
1000	C.Y.	Rip Rap (derick placed)	11.00	11000.00
800	C.Y.	Embankment	3.00	2400.00
50	C.Y.	1½ base rock	8.00	400.00
20	C.Y.	¾-0 surfacing rock	8.00	160.00
30	Ton	Class B A/C	15.00	450.00
		20% Engr. & Cont.		10262.00
		TOTAL ESTIMATED COST		61,572.00

14. INSURANCE COVERAGE ☐ YES ☒ NO ☐ AMOUNT

15. FINDINGS

a. ☒ ELIGIBLE ☐ INELIGIBLE (Explain Separately)

c. FEDERAL INSPECTOR (Signature & Agency Name): W.M. Bryant, Area Engr. FHWA

d. DATE: 3-15-72

16. CONCURRENCES

a. ☒ YES ☐ b. NO

c. STATE INSPECTOR (Signature): W.P. Stovall

d. AGENCY OR OFFICE: O.S.H.D

e. DATE: 3-27-72

a. ☐ YES ☐ b. NO

c. REPRESENTATIVE OF APPLICANT (Signature):

d. DATE: 3/28/72

Form OEP 164
February 1969

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN HANDBOOK FOR FEDERAL AGENCY INSPECTORS, OEP CIRCULAR 4000.6

COPY NO. 1 – OEP COPY

No pic

7807 Molalla R. (Dickey Prairie) Br. 1972
Footing Protection Proj. S.E. of
Molalla on Co. Rd. No. 52008

C+A 4515. 7-31-72

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 11, 1973

Mr. Harvey Latham, Director
Dept. of Emergency Services
21 State Capitol Bldg.
Salem, Oregon 97310

Attn: Mrs. Sandra Ekstrom

Re: Final Inspection Report
January, 1972 Storm Damage
OEP 319-10, P.L. 606
Item #C-10 and C-47
Clackamas County

Dear Mr. Latham:

Five copies of each of the final inspection reports for the Brightwood (Sandy River) Bridge, Item #10, and for the Dickey Prairie (Molalla River) Bridge, Item #47, are attached. The contracts on these projects have been completed, and the Federal Highway Administration has recommended their acceptance subject to the final audit.

This refers to county work only not State

These are both projects on county roads which were done by state contract on behalf of the county. The Oregon State Highway Division was applicant.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Orig. by L. H Young

E. S. Hunter
Assistant State Highway Engineer

NOTED
H. S. COX

HR:ljt
Encl.

cc: Victor Wolfe
~~H.~~ S. Cox
L. W. Rulien
V. L. Gallagher
P. L. Hatcher

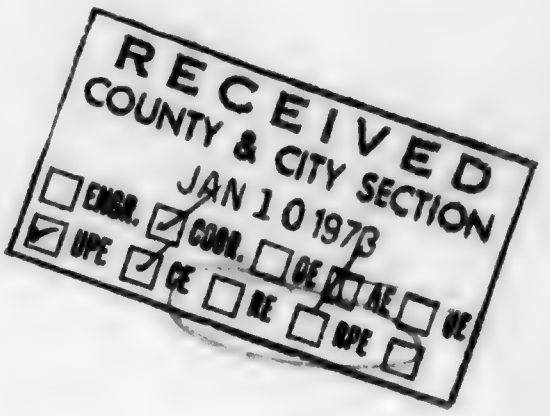
~~Clack Co~~
Clack Co
PL 606
OEP 319-10

Box 300
Salem OR 97308

January 8, 1973

10-35-DA

Mr. Creath A. Tooley, Regional Director
Office of Emergency Preparedness
Arcade Building
1319 Second Avenue
Seattle WA 98101



Dear Mr. Tooley:

Subject: Disaster Contract OEP-319-DR-10
State of Oregon
Presidential Declaration 1-21-72
Federal Highway Administration

Attached are the original and one copy of the Report of Final Completed Work Inspection covering Items C-10 and C-47 for road-related damage which occurred in Clackamas County during the recent disaster. Acceptance of the work is recommended subject to final audit.

Final inspection reports covering the remaining items of work will be submitted after notification is received from the County that all work has been completed.

Sincerely yours,
Original Signed By
G. L. GREEN
Division Engineer
G. L. Green
Division Engineer

Enclosures
Report of Final Completed Work Inspection (2)

cc:
Clackamas Co. w/encl.
OSHD w/encl.

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

REPORT OF FINAL COMPLETED WORK INSPECTION

(Under Public Law 606, 91st Congress)

DISTRIBUTION - Send two completed copies to OEP regional office and one completed copy to State

TO:	FROM (Agency and/or Bureau and Location)
OFFICE OF EMERGENCY PREPAREDNESS REGION _____	Federal Highway Administration Oregon Division Salem, Oregon

1. APPLICANT: Oregon State Highway Division

2. DATE OF THIS REPORT: January 3, 1973

3. PROJECT APPLICATION NO.: OEP- 319 DR- 10

4. DATE OF INITIAL DAMAGE SURVEY: March 1, 1972

5. ORIGINAL ESTIMATED COST: $61,572.00

6. WORK ACCOMPLISHED BY: [X] a. Contract [ ] b. Force Account

7. INSPECTION MADE BY (Names and titles of inspecting officials)
W. H. Bryant, Area Engineer, FHWA
Al Harwood, Regional Construction Engineer, OSHD

8. a. DATE OF FINAL INSPECTION: November 3, 1972
b. IS ACTIVITY IN OPERATION? [X] YES [ ] NO

9. WORK CATEGORY AND ITEM NO.(S). (Identify individual items of work per category which have been completed in accordance with the approved project application and the completion date for each.)

Work Category C
Item No. C-10

RECEIVED
COUNTY & CITY SECTION
JAN 10 1973
[ ] ENGR. [✓] COOR. [ ] CE [ ] AE [ ] UE
[ ] UPE [✓] CE [ ] RE [ ] RPE [ ]

10. REMARKS (Explain all deviations or omissions from approved work. Use additional sheets if necessary)

Work began - August 16, 1972
Work Completed - September 14, 1972

The full extent of damage and the proper corrective action could not be adequately determined at the time the original damage survey report was submitted. Subsequently a supplemental estimate in the amount of $13,000 was submitted on May 15 covering the construction of a concrete cut-off wall, grouting the voids between the wall and the footing, and placement of necessary riprap. Clackamas County later requested the OSHD to design and award a contract to effect the necessary repairs. A contract in the amount of $30,730 was awarded on August 9, 1972 with a specified completion date of 60 calendar days. All contract work was completed in reasonably close conformance with the approved plans and specifications, including approved changes on September 14, 1972, After the elapse of 23 calendar days at a final cost of

(more)

CERTIFICATION

THE ABOVE ITEM(S) IN THE PROJECT APPLICATION FOR THE CATEGORY OF WORK SHOWN HAS BEEN VISUALLY INSPECTED AND CERTIFICATION IS HEREBY MADE THAT THE WORK HAS BEEN COMPLETED AS APPROVED THEREIN, EXCEPT AS NOTED ABOVE.

STATE INSPECTING OFFICIAL (Signature and title)	DATE
Al Harwood, Regional Construction Engineer, OSHD	
LOCAL INSPECTING OFFICIAL (Signature and title)	DATE

FEDERAL AGENCY CONCURRENCE

REVIEWING OFFICIAL (Signature)	TITLE
W. H. Bryant W H Bryant	Area Engineer
NAME OF AGENCY (IF FEDERAL INSPECTOR NOT PRESENT DURING FINAL INSPECTION PLEASE EXPLAIN)	DATE
Federal Highway Administration	

$40,255.36 which includes $3,144.15 for engineering.

After the contract was awarded it was necessary to make the following changes in order to expedite the work:

1. Divert Sandy River away from the damaged footing and back into its former channel. The cost of this additional work completed under force account procedures was $880.

2. It was determined that the material near the footing would not be stable if excavated on the planned slope of 1/2:1. The slope was therefore decreased to approximately a 1 1/2:1. This revision along with the necessary precaution of starting the excavation 30 inches in front of the footing increased the cost of the footing protection by approximately $4,091.36.

The above changes were agreed to by representatives of both the Federal Highway Administration and Clackamas County prior to the work being performed.

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

REPORT OF FINAL COMPLETED WORK INSPECTION

(Under Public Law 606, 91st Congress)

DISTRIBUTION - Send two completed copies to OEP regional office and one completed copy to State

TO:	FROM (Agency and/or Bureau and Location)
OFFICE OF EMERGENCY PREPAREDNESS REGION _____	Federal Highway Administration Oregon Division Salem, Oregon

1. APPLICANT			2. DATE OF THIS REPORT
Oregon State Highway Division			January 3, 1973
3. PROJECT APPLICATION NO.	4. DATE OF INITIAL DAMAGE SURVEY	5. ORIGINAL ESTIMATED COST	6. WORK ACCOMPLISHED BY
OEP- 319 DR- 10	March 6, 1972	$57,996.00	☒ a. Contract ☐ b. Force Account
7. INSPECTION MADE BY (Names and titles of inspecting officials)			8.a. DATE OF FINAL INSPECTION November 3, 1972 b. ARE YOU SATISFIED WITH COMPLETION? ☒ YES ☐ NO

9. WORK CATEGORY AND ITEM NO.(S). (Identify individual items of work per category which have been completed in accordance with the approved project application and the completion date for each.)

Work Category C
Item No. C-47

RECEIVED
COUNTY & CITY SECTION
JAN 10 1973
☐ ENGR. ☑ CORR. ☐ OE ☑ AE ☐ HE
☐ HPE ☑ CE ☐ RE ☐ RPE ☐

10. REMARKS (Explain all deviations or omissions from approved work. Use additional sheets if necessary)

Contract Awarded - August 9, 1972
Work Completed - September 28, 1972

The full extent of damage and the proper corrective action could not be adequately determined at the time the original damage survey report was submitted. Subsequently a supplemental estimate in the amount of $30,733.26 was submitted on June 2, 1972, covering the construction of a concrete cut-off wall, grouting the voids between the wall and the footing, and placement of riprap. Clackamas County later requested the OSHD to design and award a contract to effect the necessary repairs.

A contract in the amount of $13,800 was awarded on August 9, 1972 with a specified completion date of 60 calendar days. All contract work was completed in reasonably close conformance with the approved plans and specifications, including approved

(more)

CERTIFICATION

THE ABOVE ITEM(S) IN THE PROJECT APPLICATION FOR THE CATEGORY OF WORK SHOWN HAS BEEN VISUALLY INSPECTED AND CERTIFICATION IS HEREBY MADE THAT THE WORK HAS BEEN COMPLETED AS APPROVED THEREIN, EXCEPT AS NOTED ABOVE.

STATE INSPECTING OFFICIAL (Signature and title)	DATE
Al Harwood, Regional Construction Engineer, OSHD	
LOCAL INSPECTING OFFICIAL (Signature and title)	DATE

FEDERAL AGENCY CONCURRENCE

REVIEWING OFFICIAL (Signature)	TITLE
W. H. Bryant W H Bryant	Area Engineer
NAME OF AGENCY (IF FEDERAL INSPECTOR NOT PRESENT DURING FINAL INSPECTION PLEASE EXPLAIN)	DATE
Federal Highway Administration	January 3, 1973

Form OEP 165
February 1971

GPO 915-596

RECEIVED
NOV 1
FOR FILING
7807

November 16, 1972

Fidelity and Deposit Company of Maryland
1225 Failing Building
Portland, Oregon 97204

Gentlemen:

On November 10, 1972, we wrote to you concerning release of final payment on Contract No. 7807 awarded to Mike Pedro Construction for work on the Molalla River (Dickey Prairie) Bridge Section of County Road No. 52006 in Clackamas County.

Final payment on this contract is $249.39 and the total contract amount is $17,443 including $451.22 for work performed under force account.

Very truly yours,

C. H. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Mike Pedro Construction
511 Cummings Lane, North
Salem, Oregon 97303

Fidelity and Deposit Co. of Maryland
Baltimore 3
Maryland

C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
L. W. Rulien

RECEIVED
NOV - 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7807

DATE November 8, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7807 **Work Completed** September 20, 1972

Project Molalla River (Dickey Prairie) Bridge

Highway County Rd. No. 52008 **County** Clackamas

Type of Work Footing Protection

Contractor Mike Pedro Construction

Recommended Acceptance Date November 7, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 12, 1972 for your formal concurrence.

VG:bb

cc: C. W. Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

RECEIVED
JAN 18 1973
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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7807

November 7, 1972

To Oregon State Highway Commission

ORIGINAL SIGNED BY
E. B. KLABOE

From F. B. Klaboe
Deputy State Highway Engineer

Subject Overrun of Project Authorization
Molalla River (Dickey Prairie) Bridge, County Rd #52-13
Contract No. 7807 Clackamas County

An overrun is apparent in the authorization for the subject project which is under contract to the Mike Pedro Construction Co. The original authorization was $15,892.60. It now appears that the final cost will be $18,451.22, an increase of 16.1 percent. The project is to provide protection for an existing abutment footing that was badly scoured, and it involved excavation and the placement of structure concrete and riprap. The quantities for all three of these items overran because it was found necessary to lower and extend the structure excavation limits to insure adequate protection for the footing.

This is an U.S. Office of Emergency Preparedness (OEP) project and the Federal Highway Administration, which acts as consultants to the OEP, has indicated the overrun will be acceptable.

The matter was discussed with Chairman Jackson on November 1, 1972, at which time he gave his verbal approval. It will be on the agenda for your confirmation at the December 12 meeting.

cc: C. W. Head
G. M. Baldwin
Tom Edwards
A. E. Johnson
W. J. Hart
L. H. Young
V. E. Skoog
L. W. Rulien
Gary Ross
Gary Sund

RJW:dh dps

NOTED
C. W. HEAD

RECEIVED
NOV 2 - 1972
FOR FILING

7807

RECEIVED
STATE HWY ENGR
NOV 1 '72
REFER TO
FOR
Info | Approval | R/D | File | Return | Call | Ltr

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 1, 1972

TO Mr. A. E. Johnson
Assistant State Highway Engineer

FROM R. J. Wright
Bridge Office Engineer

SUBJECT Overrun of Project Authorization
Molalla River (Dickey Prairie) Bridge
Contract 7807

The attached correspondence gives the pertinent information about the overrun on the subject project. This is a U. S. Office of Emergency Preparedness (OEP) project and it was my understanding from discussions with the County and City Section that since no state funds were involved, Commission approval of the overrun was not necessary.

The Programing Section has indicated that the above is not the case and Commission approval is necessary. However, since the next Commission meeting isn't until December 12, final payment would be held up until after that time.

If telephonic approval for the overrun could be obtained from Chairman Jackson, the Programing Section could process the final payment at an early date.

Please advise.

RJW:dh
Attachment

Approved by GLJ 11-1-72 4:35 JBK

cy Johnson TSA Young Files

RECEIVED
NOV 1 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
NOV 2 - 1972
FOR FILING
7807

October 31, 1972

Mr. Harvey Latham, Administrator
Emergency Services Division
8 State Capitol
Salem, Oregon 97308

Attention Mrs. Sandra Ekstrom

January 1972 Storm Damage
Project Application Revision #4
OEP 319-10(C-47) PL 606
Overrun of Project Authorization
Molalla River (Dickie Prairie) Bridge
Clackamas County
Increase in Work of Contract #7807

Dear Mr. Latham:

As the excavation on this project progressed, it became apparent that it would be necessary to increase the depth and the magnitude of the work to insure adequate protection for the bridge footing. This increase in the excavation, along with the increase in the volume of the concrete and the riprap, made the contract overrun $2,558.62.

We are requesting your concurrence in this necessary increase in the construction items and the overrun in the project cost.

A copy of our expected overrun of project authorization is attached.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

HR:mm
Att.
cc: Victor Wolfe
N. S. Cox
Clackamas County, Att. John McIntyre
FHWA, Att. W. N. Bryant

☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
OCT 20 1972
FOR FILING

7807

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 19, 1972

TO Mr. H. S. Cox
County & City Engineer

FROM R. J. Wright
Bridge Office Engineer

SUBJECT Overrun of Project Authorization
Molalla River (Dickey Prairie) Bridge
Contract 7807

Attached are Overrun of Project Authorization forms for the subject project for your files and for distribution to the appropriate federal agency. This is an OEP project for repair of a storm damaged structure and does not contain any state funds.

This project is to provide protection for an existing abutment footing that was badly scoured. It involved excavation and the placement of structure concrete and riprap. The quantities for all three of the above items overran because it was found necessary to lower and extend the structure excavation limits to ensure adequate protection for the footing. Although the net increase was small ($2,559) the percentage overrun was 16.1 because the amount of the original authorization was only $15,893.

RJW:dh
Attachment

cc A. E. Johnson /w/ attach.
E. Rodriguez
L. W. Rulien
L. H. Young
V. E. Skoog

NOTED
A. E. JOHNSON

RECEIVED
OCT 19 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Form E-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project MOLALLA RIVER (DICKEY PRAIRIE) BRIDGE Date OCTOBER 10, 1972

Highway COUNTY ROAD 52008 Contract No. 7807

County CLACKAMAS Kind of Work FOOTING PROTECTION Contractor MIKE PEDRO CONSTRUCTION

	Authorized	Estimated
Contract Amount	$13,280.00	$17,000.00
Anticipated Items	600.00	451.22
Contingency (4½%)	624.60	0
Engineering	1,388.00	1,000.00
Credits	0	0
PROJECT COST	$15,892.60	$18,451.22
	NET INCREASE $	2,558.62 - 16.1% OVERRUN

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

ITEM NO.	ITEM NAME	C	A	U	Expected Amount	Net Change
2.	STRUCTURE EXCAVATION	X	X		$1,500.00	+ $540.00
3.	CLASS 'A' CONCRETE	X	X		$12,100.00	+$2,000.00
5.	LOOSE RIPRAP, CLASS 2000	X	X		$2,755.00	+ $965.00

Principal reasons for overruns (Continue on reverse side): IT WAS NECESSARY TO LOWER AND EXTEND THE STRUCTURE EXCAVATION LIMITS IN ORDER TO PROVIDE ADEQUATE PROTECTION TO THE FOOTING. THIS EXTRA EXCAVATION IN TURN REQUIRED ADDITIONAL CONCRETE AND RIPRAP.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by E. Rodriguez
E. RODRIGUEZ Resident Engineer

Noted by Walter J. Mount
Construction or Bridge Engineer

Confirmed by _____
Division Engineer

Noted by asst R E Johnson
Deputy or State Highway Engineer

SP*22700-734

Form E-372 (Rev. 10-66) #7807

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project MOLALLA RIVER (DICKEY PRAIRIE) BRIDGE Date OCTOBER 10, 1972

Highway COUNTY ROAD 52008 Contract No. 7807

County CLACKAMAS Kind of Work FOOTING PROTECTION Contractor MIKE PEDRO CONSTRUCTION

	Authorized	Estimated
Contract Amount	$13,280.00	$17,000.00
Anticipated Items	600.00	451.22
Contingency (4½%)	624.60	0
Engineering	1,388.00	1,000.00
Credits	0	0
PROJECT COST	$15,892.60	$18,451.22
	NET INCREASE $	2,558.62 = 16.1% OVERRRUN

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

ITEM NO.	ITEM NAME	C	A	U	Expected Amount	Net Change
2.	STRUCTURE EXCAVATION	x	x		$1,500.00	+ $540.00
3.	CLASS 'A' CONCRETE	x	x		$12,100.00	+$2,000.00
5.	LOOSE RIPRAP, CLASS 2000	x	x		$2,755.00	+ $965.00

Approved by G.L. Jackson (phone) WHR 10/8

Principal reasons for overruns (Continue on reverse side): IT WAS NECESSARY TO LOWER AND EXTEND THE STRUCTURE EXCAVATION LIMITS IN ORDER TO PROVIDE ADEQUATE PROTECTION TO THE FOOTING. THIS EXTRA EXCAVATION IN TURN REQUIRED ADDITIONAL CONCRETE AND RIPRAP.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by E. Rodriguez
E. RODRIGUEZ, Resident Engineer

Noted by Walter J. Hunt
Construction Bridge Engineer

Confirmed by Allen H. Swan
Division Engineer

Noted by A. J. Johnson
asst. Deputy or State Highway Engineer

SP*2780-734

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OCT 4 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7807

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE October 3, 1972

Federal-aid Project
No. OEP-319-10(c-47)

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Notification Contract Work Completed**

Contract 7807, Work Completed September 20, 1972

Project Hollala River (Dickey Prairie) Bridge

Highway County Road No. 52008

County Clackamas

VG:pr

OREGON STATE HIGHWAY DIVISION

7807

HIGHWAY BUILDING • SALEM, OREGON • 97310

Glen L. Green
Acting Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

September 21, 1972

Attention: E. J. Valach

NOTED
A. E. JOHNSON

Re: Post Contract Implementation Reports - Portland Area Affirmative Action Plan

Gentlemen:

Attached herewith are six (6) copies each of the Post Contract Implementation Reports for the month of August, 1972, for the following projects covered by the Portland Area Affirmative Action Plan:

Section	F.A. Proj. No.	OFCC No. PORT-DOT (H)
Sandy River (Brightwood) Bridge	OEP-319-10(c-10)	8-72-003
Molalla River (Dickey Prairie) Bridge	OEP-319-10(c-47)	8-72-004
Norwood Rd. U-xing-Stafford Road Interchange	EHS-I-5-5(58)287	8-72-005

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr
Attachments

bc: A. E. Johnson w/att.

RECEIVED
SEP 22 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

TO: DIRECTOR, OFCC
FROM: FHWA (OREGON STATE HIGHWAY DIVISION)
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

OREGON STATE HIGHWAY DIVISION
EQUAL EMPLOYMENT OPPORTUNITY
POST CONTRACT IMPLEMENTATION

REPORT ON THE ADMINISTRATION OF THE PORTLAND PLAN FOR THE MONTH OF A

(1) OFCC identification number and the specific location of the project	(2) Did contractor submit monthly reports on time?	(3) Contractors reported manhours in the following trades	(4) Required minimum goals by trade %	(5) Contractors reported minority manhours by trade
PORT-DOT (H) - 8-72-004	Yes	Trade: Laborer Prime - Mike Pedro 98 Trade: Trade: Trade: Trade:	1.5 to 2.5	Trade: Laborers Trade: Trade: Trade: Trade:

* Mike Pedro Construction is a new Company just starting up and this is its first
The entire workforce consists of Mike Pedro and his brother, John Pedro Sr. He will
help for 6 months. In his affirmative action program, he stated that when additional h
he would recruit minorities from Project Outreach in Portland, Oregon. Personal cont
was made to determine if he was a minority. He stated that he had been considered a
contracts he had while in California, due to his surname, but he was in fact of Portugu

M. D. G
Construct

FORM E-889

OREGON STATE HIGHWAY DIVISION
EQUAL EMPLOYMENT OPPORTUNITY
POST CONTRACT IMPLEMENTATION

NISTRATION OF THE PORTLAND PLAN FOR THE MONTH OF August 1972

	(4) Required minimum goals by trade %	(5) Contractors reported minority manhours by trade	(6) Minority manhours as a percent of total	(7) Number of workers employed by trade		(8) Is contractor in compliance with goal requirements? (Yes or No)	(9) If not, has 30 day show-cause letter been sent? If not, attach full explanation.	(10) Have required compliance reviews been conducted?	(11) If so, have copies been furnished Director, OFCC and Area Coordinator?
				Total	Minorities				
98	1.5 to 2.5	Trade: Laborers	0	1	0	No	No*	No	
		Trade:							
		Trade:							
		Trade:							
		Trade:							

ew Company just starting up and this is its first OSHD contract.
e Pedro and his brother, John Pedro Sr. He will not need additional
action program, he stated that when additional help was required,
ect Outreach in Portland, Oregon. Personal contact with Mr. Pedro
norityity. He stated that he had been considered a minority on some
due to his surname, but he was in fact of Portuguese descent.

M. D. Glenn
Construction EEO Engineer

7807 5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Molalla River (Dickey Prairie) Bridge		WEEK ENDING: September 2, 1972
		SECTION PREFIX: 3-7982-04
HIGHWAY: County Road No. 52008		COUNTY: Clackamas
NAME OF JOB: Molalla River (Dickey Prairie) Bridge	KIND OF WORK: Footing Protection	
CONTRACTOR: Michael J. Pedro Construction	CONTRACT NUMBER: 7807	FEDERAL AID PROJECT NUMBER: OEP-319-10(c-47)
DATE OF CONTRACT: August 9, 1972	DATE WORK STARTED: August 17, 1972	ESTIMATED COMPLETION DATE: October 20, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: 2	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: 1 SUPERVISION: 1	SPECIFIED CALENDAR DAYS 60	CALENDAR DAYS USED 11
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 18%
PROJECT AUTHORIZATION: $15,892.60		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 38%
EXCLUSIVE OF ENGINEERING: $14,504.60	ENGINEERING AUTHORIZATION $1,388.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 35%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $13,880.00	ENGINEERING COST TO DATE $ 151.23	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 11 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 2- Water Pumps; 1- Concrete Pumping Truck; 1- Vibrator; 1- Generator

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	605 B							
PERCENT	38%							

	WEATHER	~~WORK~~ Calen DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY Aug. 27	Fair	1		
MONDAY 28	Fair	1		
TUESDAY 29	Fair	1		
WEDNESDAY 30	Fair	1		
THURSDAY 31	Fair	1		
FRIDAY Sept. 1	Fair	1		BEN GIFFORD
SATURDAY 2	Fair	1		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
Aug. 27 SUNDAY	No activity.
28 MONDAY	Excavating protection wall footing in front of existing footing.
29 TUESDAY	Finished excavating protection wall footing and started forming.
30 WEDNESDAY	Formed lower portion of protection wall.
31 THURSDAY	Poured lower portion of protection wall.
Sept. 1 FRIDAY	Stripping forms from yesterday's pour and starting to form remainder of protection wall.
2 SATURDAY	No activity anticipated.

REMARKS

Status: Excavation complete.
Protection wall 40% complete.

Next Week: Pour remaining portion of protection wall.

SIGNED E. K. Baird for E. Rodrigues LOCATION Oregon City

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
AUG 25 1972
FOR FILING

7807

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 25, 1972

TO G. L. Green, Acting
~~R. E. Simpson,~~ Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. OEP-319-10(c-47)

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT Notification Contract Work Started

Contract 7807 Work Started August 21, 1972

Project Molalla River (Dickey Prairie) Bridge

Highway County Road No. 52008

County Clackamas

VG:dgk

RECEIVED
AUG 21 1972
FOR FILING

7807

August 21, 1972

Mike Pedro Construction
511 Cummings Lane, North
Salem, Oregon 97303

Dear Mr. Pedro:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7807 for footing protection on the Molalla River (Dickey Prairie) Bridge Section of County Road No. 52008 in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc **Fidelity & Deposit Co. of Maryland**
Portland Branch Office
1225 Failing Building
Portland, Oregon 97204

Fidelity & Deposit Co. of Md.
Baltimore, Maryland

bc **C. T. Keasey**
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
Enrique Rodriquez

RECEIVED
AUG 17 1972
FOR FILING

7807

Mallala R. Br.

August 15, 1972

Mr. Harvey Latham, Director
Department of Emergency Services
21 State Capitol Bldg.
Salem, Oregon 97310

Attn: Mrs. Sandra Ekstrom

Re: January, 1972 Storm Damage
Project Application Revision #2
P.L. 606, OEP 319-10
Project #C-10 and C-47
Revision of Supplemental #1

Dear Mr. Latham:

Five copies each of two revised Damage Survey Reports for two structures in Clackamas County are attached.

Both of these projects are still in catagory "C" and their revised estimated cost is $45,733.26.

Would you please make this adjustment in the application by the Oregon State Highway Division, which will be the contracting agent in behalf of the county.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

HR:ljt
Encl.

cc: Victor D. Wolfe
E. S. Cox
John McIntyre, Clackamas Co.

☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
AUG 9 - 1972
FOR FILING

7807

bc C. T. Keasey
t Hart
L. H. Young
Attn Vince Gallagher
L. W. Rulien
Don Trout
Enrique Rodriquez
William Geibel (SAIF)

August 9, 1972

Mike Pedro Construction
511 Cummings Lane, North
Salem, Oregon 97303

Gentlemen:

The State Highway Commission on August 4, 1972, accepted your proposal for the Molalla River (Dickey Prairie) Bridge Footing Protection Project on County Road No. 52008 in Clackamas County for the sum of $13,280 and referred it to the Administrator of Highways with authority to award the contract pending satisfactory compliance with Portland Area Affirmative Action Plan and as soon as Clackamas County, the Office of Emergency Planning and the Federal Highway Administration approve the project.

These conditions were satisfied and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7807.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Quarry, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

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7801

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 8, 1972

To: L. H. Young
Programing Engineer
BUILDING

SUBJECT: #27 - Molalla River (Dickey Prairie) Bridge
Portland Area Affirmative Action Plan

Mike Pedro submitted this date his affirmative action plan for the subject project.

This plan has been reviewed and is considered acceptable.

C. T. Keasey
Construction Engineer

By M. D. Glenn

M. D. Glenn
EEO Engineer

MDG:fr

cc: A. E. Johnson
E. S. Hunter
Floyd Query

NOTED
A. E. JOHNSON

RECEIVED
AUG 9 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG 7 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

1807

DATE August 3, 1972

TO Memo to the Files

FROM ORIGINAL SIGNED BY R. D. ASBURRY
R. D. Asburry
Assistant Programing Engineer

NOTED F. B. KLABOE

SUBJECT Awarding of Contracts under P.L. 606

The FHWA was contacted regarding the awarding of contracts for projects under P.L. 606, bids for which were opened July 27 and 28.

Some of the bids received exceeded the engineer's estimate more than the 10 percent limitation. Also, the contract authorization would exceed the amount authorized by OEP for the individual project. Neil Burghardt of the FHWA replied to this office by phone on August 2 stating that they had contacted the OEP office regarding this matter. The decision arrived at was that the engineer's estimate or the OEP authorization for individual project would not be the controlling factor. If the bids were justifiable awards could be made up to the limit of the total amount authorized by OEP. No award could be made which would bring the total awarded over the total amount originally authorized. If this amount is reached prior to the awarding of all contracts, additional monies would have to be authorized.

Mr. Burghardt stated that the OEP representative had indicated that the possibility of getting additional funds was favorable. On this basis Mr. Burghardt tentatively concurred in the awarding of all such projects for which bids were received July 27 and 28 with the exception of the Molalla River (Dickie Prairie) Bridge Section. The question had been raised on this project as to the responsibility of the low bidder's bid on the shoring and cribbing, etc., item. Further confirmation in this regard was requested.

Mr. Mike Pedro, low bidder on this project was subsequently contacted by phone regarding this matter. He stated he was completely familiar with the project; talked to various people regarding it; gone over the site with the resident engineer, and that he was satisfied with the bid. Mr. Pedro will be in the building in the near future and indicated that he would contact me in person regarding this matter and would, if required, sign a statement to the fact that he was completely familiar with the work on the contract and would accept the award of the contract in accordance with the bid.

cc F. B. Klaboe
E. S. Hunter
H. S. Cox
C. R. Nelson
G. L. Green, FHWA

RECEIVED
AUG 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 4 - 1972

FORM FILING

7807

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1972

To: L. H. Young
Programing Engineer
BUILDING

SUBJECT: July 27-28, 1972 Bid Letting
Portland Area Affirmative
Action Plan

A review of the Portland Area Affirmative Action Plan certifications, submitted by Ross Bros. Construction Inc. of Salem, Oregon, have been reviewed.

In view of the supplemental data furnished by the A.G.C., relating to additional trades as signatories to this plan, the certifications required under Part 1 submitted by Ross Bros. are considered acceptable for the following projects:

#16 Clear Creek Bridge Section
#26 Sandy River (Brightwood) Bridge Section
#27 Molalla River (Dickey Prairie) Bridge Section

Ross Bros. contacted me by telephone regarding Mr. Query's letters of August 1, 1972 relating to this matter. I am, by a copy of this letter, confirming my verbal notification of this acceptance and notification that a future meeting with me will not be required.

C. T. Keasey
Construction Engineer

By M. D. Glenn

M. D. Glenn
EEO Engineer

MDG:fr

cc: A. E. Johnson
E. S. Hunter
Floyd Query
Ross Bros. Construction, Inc.

NOTED
FLOYD QUERY

SP 52475-734

RECEIVED
FOR FILING
7807

August 2, 1972

O.E.P.-319.10(0.47)

Mike Pedro Construction
511 Cummings Lane N.
Salem, Oregon 97303

Gentlemen:

Re: Portland Affirmative
Action Plan

Your bid received at the July 27-28th bid letting on the Molalla River (Dickey Prairie) Bridge Section Project in Clackamas County has been found lacking in completion and adequacy with respect to the certification required regarding compliance with the Equal Opportunity (Portland Affirmative Action Plan).

In order that your bid can be considered in recommendations to the Highway Commission, it will be necessary for you to rectify errors in your certification of the Portland Affirmative Action Plan and expand the same to comply. It is requested that you contact Mr. David Glenn, Federal Liaison and EEO Engineer, immediately in order that a meeting can be held prior to August 10, 1972. He can be reached at 378-6318.

This letter is being sent to the low bidder and to the second low bidder on this project.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bc Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
C. T. Keasey
L. H. Young
David Glenn

Same letter sent to Ross Bros. Const., Inc., 3501 Brooklake Road N., Salem, Oregon 97303.

LHY:dg/ESH:jf/FQ:dr

U AUG 7-1972 JJ

FOR FILE

FORM E-20-X 12-67

7821

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 2, 1972

To:

SUBJECT:

MEMO TO THE FILES:

On this date, I received from Mr. Ron Anderson letters listing crafts signatories to the Portland Hometown Plan. Included were the Carpenters and Laborers trades and a letter dated March 8, 1972 from Mr. N. H. Pearson of the OFCC granting final approval of the plan and listing the Carpenters as one of the signatory trades. Copies of this data were sent to E. J. Valach, Fred Flowers and Ellis Casson of the FHWA.

Unfortunately, the Laborers trade was omitted from this listing, but is included as one of the trades which as an affiliate of the Construction Trade Council of Portland and Vicinity unanimously endorsed the plan.

I notified Mr. Pat O'Neil of the Federal Highway Administration that this information had been received and he agreed that we could proceed in accepting Part 1 certification from contractors who list trades which are in fact signatories to the plan and which are not contained on the OFCC approved list.

With the receipt of this information, the acceptance of Ross Bros. Construction, Inc. certification of compliance with Portland Area Affirmative Action Plan on the following projects, for which bid proposals were received on July 27th and 28th, 1972, can be given:

#16 Clear Creek Bridge Section - Low bidder
#26 Sandy River (Brightwood) Bridge - 2nd bidder
#27 Molalla River (Dickey Prairie) Bridge - 2nd bidder

NOTED
E. S. HUNTER

M. D Glenn
Construction EEO Engineer

MDG:fr
cc: A. E. Johnson
E. S. Hunter
L. H. Young
Gene Huntley
FHWA
C. G. Swenson

RECEIVED
AUG 3 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 - 1972
FOR FILING
7807

MISC. CONTRACTS and
AGREEMENTS No. 4515

July 31, 1972

Board of County Commissioners
Clackamas County
Courthouse
Oregon City, Oregon 97045

Attention: George Poppen
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Dickey Prairie (Molalla River) Bridge on Robbins Road in Clackamas County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Attachment

bc H. S. Cox (Agree. att.)

RECEIVED

GAME COMMISSION

Hall
A. Olson
Terpin
Scott
Swenson
K. Olsen
Trout

RECEIVED
JUL 24 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

7807

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

July 21, 1972

cc's sent 7/24:

E. S. Hunter
L. H. Young
W. J. Hart (2)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (2)
L. W. Rulien (4)

Mr. George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

This is in reply to your letter of July 6, 1972, requesting our comments on two projects as follow:

1. Molalla River (Dickie Prairie) Bridge Section
   County Road 52008, Clackamas County

2. Brightwood (Cook's) Bridge
   County Road 26001, Clackamas County

The plans are satisfactory to us; however, we are concerned about fall chinook, coho salmon, and steelhead which ascend the two streams in question during the fall months.

Work in the stream, unless behind sheet pile cofferdams or berms, should be completed by October 1. Other than that there should be no problem from a wildlife standpoint.

NOTED
E. S. HUNTER

Very truly yours,

R. O. Koski
Fishery Staff Specialist

RECEIVED
JUL 24 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

ROK:js

cc: Dir. FCO

PL 606

Copy to: John Oaks
C. G. Swanson
R. N. Chase
L. W. Rubin

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

7-17-72

SUBJECT: Federal Aid Project No. _____

Highway No. O.E.P. 319-10(C-47) P.L. 606

Project Name
Molalla Riv.(Dickey Prairie) Br., Robbins Road

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☑ There has been no displacement of persons from residences, farms, or businesses; or

☑ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon,

this 17th day of July, 1972.

Clackamas County

Chairman

Commissioner

Commissioner

RECEIVED
COUNTY & CITY SECTION
JUL 19 1972
☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

(5/12/70)

RECEIVED
JUL 18 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGR.

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 9

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
EDW. G. HUFFSCHMIDT
Vice Chairman
McKEE A. SMITH
Member
THOMAS E. KRUSE
State Fisheries Director

July 13, 1972

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 18 1972
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

Attention Frank L. Hall

Dear Mr. Baldwin:

cc's sent
7/18/72 to:
E. S. Hunter
L. H. Young
W. J. Hart(3)
W. H. Tebeau
C. G. Swenson
F. E. Terpin(3)
L. W. Rulien(4)
J. B. Boyd(2)

The following projects transmitted to us by your letters dated July 5 and 6, 1972 respectively have been reviewed.

Big Creek Bridge Section, FAS 756, Clatsop County

Molalla River (Dickle Prairie) Bridge Section, County Road 52008, Clackamas County

Brightwood (Cook's) Bridge, County Road 26001, Clackamas County

Regarding Big Creek section, we have a fish hatchery located downstream from the proposed work so we are extremely concerned that there are no detrimental effects to the fishery resource i.e. poor fish passage or silting of the water.

The embankment material should be of such consistency as to not wash out at high water stages and damage stream bed downstream.

There was no channel change profile submitted with the proposal so we have no knowledge of the proposed profile configuration but recommend that a pool, riffle type profile be considered in lieu of a straight grade that might increase velocities and scour in the stream. Spawning fish will be in the area after August 30 so no work in the water should be done after that period.

We anticipate no fishery conflicts with the other two projects providing work is done during low flow period so water quality is maintained.

The opportunity to review these projects is appreciated.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon Game Commission

RECEIVED
JUN 12 1972
Board of Commissioners

June 9, 1972
(date)

Mylotype

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon 97045

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway County Road (P.L. 606)

Section Molalla River (Dickie Prairie) Br.: Bridge Repair

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

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COUNTY & CITY SECTION
JUN 26 1972
[✓] ENGR. [✓] COOR. [ ] UE [✓] CE [✓] UE
[ ] UPE [✓] CE [ ] RE [ ] RPE [ ]

6/21/72
(date)

By [signature]

By Fred Stefani
Commissioner

By _____
Commissioner

cc: L. H. Young
Attn: Duane Ridings

ER-606

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

RECEIVED
COUNTY & CITY SECTION
JUN 8 - 1972
☐ ENGR. ☐ CONST. ☐ DE ☐ AE ☐ DE
☐ RPE ☐ CE ☐ RE ☒ RPE ☐

June 6, 1972

Mr. H. S. Cox, County and City Engineer
Oregon State Highway Department
405 State Highway Building
Salem, Oregon 97310

Dear Si:

Several weeks ago we requested the State Highway Department to repair two bridges damaged by the floods of January, 1972, and eligible for funding under Public Law 606. Subsequent to this, Mr. Reynoldson contacted our office and requested authorization to begin the necessary surveys. He pointed out that if the projects were disapproved, we would have to stand the cost of the survey work completed by the State. To this our response was, "begin the survey on the Dickey Prairie Bridge but hold off the survey work on the Brightwood Bridge" since some complications had arisen.

~ called about "ER" not this

The purpose of this letter is to inform you that we have resolved the complications and would direct that the survey on the Brightwood Bridge be started as soon as possible.

Attached please find correspondence we received from the Federal Highway Administration regarding the project.

Sincerely yours,

John C. McIntyre
Director of Public Works

JCM:hb

Encls.

RECEIVED
COUNTY & CITY SECTION
JUN 8 - 1972
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Box 300
Salem OR 97308

May 15, 1972

10-35-DA/409.2

Mr. Creath A. Tooley, Regional Director
Office of Emergency Preparedness
Arcade Building
1319 Second Avenue
Seattle, Washington 98101

Dear Mr. Tooley:

Subject: Disaster Contract OEP-319-DR
Clackamas County, Item C-10 Supplemental
Presidential Declaration 1-21-72 -
Federal Highway Administration

Attached is a supplemental report covering corrective work necessary on the Brightwood (Cooks) Bridge under Item C-10.

As previously indicated the full extent of damage and the proper corrective action could not be fully determined at the time the original damage survey report was submitted because of the river elevation at that time. The County has requested that the Oregon State Highway Division perform all necessary design work and award the contract.

Sincerely yours,
Original signed by
G. K. Hossner
Dist. Engineer
R. E. Simpson
Division Engineer

Enclosure

cc:
Region (10-00.343) w/encl
Clackamas County, w/encl
OSHD, w/encl

EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT

(Under Public Law 875, 81st Congress, as amended)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.)
Clackamas County

2. DISASTER DECLARATION DATE
1-21-72

3. STATE
Oregon

4. COUNTY
Clackamas

5. INSPECTION DATE
5-4-72

6. WORK CATEGORY (SEE DEFINITIONS)

a. TYPE (Check) ☐ A ☐ B ☒ C ☐ D ☐ E ☐ F

b. ITEM NO. C-10-S

c. TOTAL ITEMS

7. MAP OR PHOTO REFERENCE NO.
None

8. WORK TO BE ACCOMPLISHED BY:
☒ a. Contract ☐ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES
Brightwood Bridge across Sandy River
Co. Rd. No. 26001 26' wide x 155' long - 2 span, PCG

10. PERCENTAGE OF WORK COMPLETED TO DATE
0%

11. DESCRIPTION OF DAMAGE
Due to gravel deposited during the flood the main river channel has been changed and lowered resulting in considerable erosion under the North spread footing of the structure. The South span at the bridge was replaced after the 1964 flood.

12. PROPOSED EMERGENCY WORK
Construct a concrete cutoff wall on the river side of the abut. down to approx. elev. 72 (approx. 6' below present channel). Grout the void between the cutoff wall and the footing and under the footing. Place rip rap in front of cutoff wall as necessary.

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
See Attached Letter				
		TOTAL ESTIMATED COST		

14. INSURANCE COVERAGE ☐ YES ☒ NO ☐ AMOUNT

15. FINDINGS

☒ a. ELIGIBLE ☐ b. INELIGIBLE (Explain Separately)

c. FEDERAL INSPECTOR (Signature) Will Bryant, Area Engineer

d. DATE 5-11-72

16. CONCURRENCES

	c.	d.	e.
☐ a. YES ☐ b. NO	c. STATE INSPECTOR (Signature)	d. AGENCY OR OFFICE	e. DATE
☐ a. YES ☐ b. NO	c. REPRESENTATIVE OF APPLICANT (Signature)		d. DATE

RECEIVED
COUNTY & CITY SECTION
JUN 8 - 1972
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Form OEP 10-1
September 1966

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN HANDBOOK FOR FEDERAL AGENCY INSPECTORS, OEP CIRCULAR 4000.6

COPY NO. 1 - OEP COPY

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

RECEIVED
COUNTY & CITY SECTION
JUN 8 - 1972
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : W. N. Bryant, Area Engineer
Salem, Oregon

DATE: May 9, 1972

In reply refer to 10-35.6/409.2

FROM : W. A. Schell, Division Bridge Engineer
Salem, Oregon

SUBJECT: Flood Damage Work
Cooks Bridge, Brightwood, Oregon

History

Cooks Bridge is a prestressed concrete structure across the Sandy River connecting U.S. Highway 26 to Truman Road. It is located in an area where extensive damage was incurred during the 1964 flood. The structure was just being constructed during the peak of this flood and the entire south abutment was washed away by the flooding waters of the Sandy River. The riverbed is composed of sand and gravel boulders relatively light in weight and there is a riffle approximately 500 feet downstream from the bridge.

The Corps of Engineers did extensive revetment work after the '64 flood and apparently lowered the stream channel in order to contain the river. The flood this winter has undermined a north abutment of the structure along most of its width within the roadway section. This undermining in some areas goes back as much as 1 to 2 feet and repair is necessary in order to prevent a complete failure of the structure.

After the '64 food the elevation of the south abutment was reestablished at 72.7 feet while the center pier remained at 76.2 but the north pier which was not damaged remained at 80.7 feet. The stream, at least at low water, appears to be flowing mostly through the north span. The channel elevation just adjacent to the north abutment is about at elevation 78.

Repair

In order to repair the damage to the structure it will be necessary to place a cutoff wall on the river side of the abutment down to the approximate elevation 72 which is 6 feet below the apparent lowest point of the channel at this time. The stream should be diverted to the south channel and a backhoe employed to excavate in front of the abutment at a slope that will safely maintain the integrity of the abutment. The cutoff wall will then be constructed

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 817-344

up to the base of the footing and grout pipes placed underneath the footing for grouting after the sheer wall has hardened sufficiently to allow this work to proceed. This will solidfy any void area underneath the footing and insure the integrity of the abutment.

Major items of cost for this work will involve three days for a backhoe and two days for buldozer and the employment of carpenters and laborers for approximately two weeks time to prepare the area and construct concrete forms for the sheer wall. At least 5 pipes should be installed underneath the footing for the pumping operation. This grouting operation should not take over two days. Riprap should be placed in front of the sheer wall for further protection against scour and the entire area graded with the native gravel and boulders in the stream bed to about elevation 84 if possible. Some materials can be drifted over from the center pier area to accomplish this backfilling. Total cost for the work should be in the vicinity of $12,000 to $13,000. The entire operation should be completed within approximately one months time.

HASchell:ch

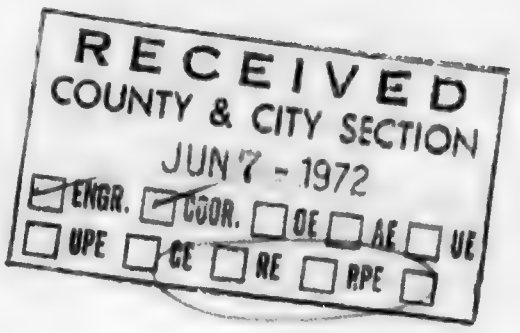
ER-606
Clack Co

Box 300
Salem OR 97308

June 2, 1972

10-35-DA/409.2

Mr. Creath A. Tooley, Regional Director
Office of Emergency Preparedness
Arcade Building
1319 Second Avenue
Seattle, WA 98101



Dear Mr. Tooley:

Subject: Disaster Contract OEP-319-DR
Clackamas County, Oregon
Item C-47 Supplemental and Item C-48
Presidential Declaration 1/21/72
Federal Highway Administration

Attached is a supplemental report covering corrective work necessary on the Dickie Prairie Bridge under Item C-47. As previously indicated the full extent of damage and the proper corrective action could not be fully determined at the time the original damage survey report was submitted because of the high water at that time. The County has requested that the Oregon State Highway Division perform all necessary design and engineering work and award the contract.

Also attached is a new item, C-48, covering corrective work necessary on a small bridge across a Dickie Prairie irrigation ditch on Robbins Road, Co. Rd. No. 52021.

The east abutment of the structure was apparently undermined during the January 1972 flood when overflow from the Molalla River entered the channel upstream. The damage was not discovered, however, until early May after the water elevation had receded. The south end of the abutment has settled approximately 6 inches as a result of the undermining. This settlement has little or no effect on the structural adequacy of the bridge provided any future additional undermining is prevented.

Sincerely yours,
Original signed by
G. K. Hossner
Dist. Engineer
R. E. Simpson
Division Engineer

cc:
Region (10-00.343)w/encl.
Clackamas Co., w/encl.
OSHD (Co-City)w/encl.

Enclosure

OFFICE OF EMERGENCY PLANNING
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT

(Under Public Law 875, 81st Congress, as amended)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.)

2. DISASTER DECLARATION DATE

3. STATE

4. COUNTY

5. INSPECTION DATE

6. WORK CATEGORY (SEE DEFINITIONS)

a. TYPE (Check) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F

b. ITEM NO.

c. TOTAL ITEMS

7. MAP OR PHOTO REFERENCE NO.

8. WORK TO BE ACCOMPLISHED BY: ☐ a. Contract ☐ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES

10. PERCENTAGE OF WORK COMPLETED TO DATE

11. DESCRIPTION OF DAMAGE

12. PROPOSED EMERGENCY WORK

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
				88
		TOTAL ESTIMATED COST		88

RECEIVED
COUNTY & CITY SECTION
JUN 7 - 1972
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

14. INSURANCE COVERAGE ☐ YES ☐ NO ☐ AMOUNT

15. FINDINGS

a. ELIGIBLE / b. INELIGIBLE (Explain Separately)	c. FEDERAL INSPECTOR (Signature & Agency Name)	d. DATE
☑ a. ☐ b.		

16. CONCURRENCES

	c.	d.	e.
☐ a. YES ☐ b. NO	c. STATE INSPECTOR (Signature)	d. AGENCY OR OFFICE	e. DATE
☐ a. YES ☐ b. NO	c. REPRESENTATIVE OF APPLICANT (Signature)		d. DATE

Form OEP 164
February 1969

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN HANDBOOK FOR FEDERAL AGENCY INSPECTORS, OEP CIRCULAR 4000.6

Item No. C-48, Clackamas County
Structure on Co. Rd. No. 52021, Robbins Road
Estimate to Repair East Abutment Footing

		Equipment	Material	Labor
2 carpenters	8 hrs @ $6.00			96.00
2 laborers	12 hrs @ 5.00			120.00
1 oper., truck	8 hrs @ 5.50			44.00
1 oper., crane	8 hrs @ 6.00			48.00
1 foreman	12 hrs @ 6.50			78.00
2 pickups	10 hrs @ 0.60	12.00		
1 crane, ½ CY	8 hrs @ 6.80	54.40		
1 truck, flatbed	8 hrs @ 2.90	23.20		
*2 6-inch pumps	4 hrs @ 9.20	36.80		
3 CY concrete	3 CY @ 45.00		135.00	
Form Material	LS @100.00		100.00	
	Subtotal	126.40	235.00	386.00
			Subtotal	747.40
			+20% Engr. & mgmt.	149.40
			TOTAL	$896.80

*Cost based on rental rate

RECEIVED
COUNTY & CITY SECTION
JUN 7 - 1972
☐ ENGR. ☐ CCOR. ☐ CE ☐ RE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OFFICE OF EMERGENCY PLANNING
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT

(Under Public Law 875, 81st Congress, as amended)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.)
Oregon State Highway Division

2. DISASTER DECLARATION DATE
1/[illegible]/72

3. STATE
[illegible]

4. COUNTY
[illegible]

5. INSPECTION DATE
5/[illegible]/72

6. WORK CATEGORY (SEE DEFINITIONS)

7. MAP OR PHOTO REFERENCE NO.

a. TYPE (Check) ☐ A ☐ B ☒ C ☐ D ☐ E ☐ F

b. ITEM NO.
C-[illegible]

c. TOTAL ITEMS

8. WORK TO BE ACCOMPLISHED BY:
☒ a. Contract ☐ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES
Co. Rd. No. 2[illegible] Prairie Creek
24' wide-22[illegible]' long-3 span structure

10. PERCENTAGE OF WORK COMPLETED TO DATE
0%

11. DESCRIPTION OF DAMAGE
Siolalla River undermined east abutment and eroded left river bank endangering footing.

12. PROPOSED EMERGENCY WORK
Divert river away from east abutment, construct a cut-off wall in front of footing, pump concrete into void under the footing and place riprap as necessary

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
See attached estimate by Bridge Engineer				$[illegible]
			TOTAL ESTIMATED COST	[illegible]

RECEIVED
COUNTY & CITY SECTION
JUN 7 - 1972
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

14. INSURANCE COVERAGE ☐ YES ☐ NO ☐ AMOUNT

15. FINDINGS

a. ELIGIBLE / b. INELIGIBLE (Explain Separately)	c. FEDERAL INSPECTOR (Signature & Agency Name)	d. DATE
☒ a. ☐ b.	[illegible]	[illegible]

16. CONCURRENCES

	c. STATE INSPECTOR (Signature)	d. AGENCY OR OFFICE	e. DATE
☐ a. YES ☐ b. NO			
☐ a. YES ☐ b. NO	c. REPRESENTATIVE OF APPLICANT (Signature)		d. DATE

Form OEP 164
February 1969

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN HANDBOOK FOR FEDERAL AGENCY INSPECTORS, OEP CIRCULAR 4000.6

Freyer Park Bridge Item No. C-47 Supplement
Estimate to repair north abutment footing

Plan: Divert river away from abutment, pour new cutoff wall in front of abutment.

			Equipment	Material	Labor
River diversion & restoration					
1 D-8 Cat	60 hrs. x	$31.75	1905.00		
1 low boy	40 hrs. x	12.30	492.00		
2 pickups	40 hrs. x	2.70	216.00		
1 tractor operator	60 hrs. x	6.82			409.20
1 lowboy operator	40 hrs. x	6.08			243.20
1 laborer	60 hrs. x	5.25			315.00
1 mechanic	40 hrs. x	6.82			272.80
Abutment Repair					
3 carpenters	40 hrs. x	6.38			765.60
3 laborers	80 hrs. x	5.25			1260.00
1 foreman	80 hrs. x	6.88			550.40
1 20T crane	80 hrs. x	24.75	1980.00		
1 105 compr	40 hrs. x	3.95	158.00		
2 pickups	80 hrs. x	2.70	432.00		
1 crane operator	80 hrs. x	6.90			552.00
1 crane oiler	80 hrs. x	6.10			483.00
Formwork				1000.00	
Conc.-5CY @ $45 (Incl. resteel)				225.00	
Generater	80 hrs. x	2.00	160.00		
2 pumps 6"	80 hrs. x	9.20	1472.00		
1 backhoe oper.	40 hrs. x	6.60			264.00
1 backhoe	40 hrs. x	10.00	400.00		
2 10 CY dumptrucks	40 hrs. x	11.75	940.00		
2 dumptruck opers.	40 hrs. x	6.03			482.40
Riprap 200 CY @ 5.00				1000.00	
		Subtotal	8155.00	2225.00	5602.60
		+27% Labor Fringe			7115.30
		+15% Equip. O'head	9378.25		
		+20% Mat'l. & Labor		2670.00	8538.36
		TOTAL			20,586.61
		+25% Engineering & Contingencies			5,146.65
					25,733.26

RECEIVED
COUNTY & CITY SECTION
JUN 7 - 1972
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Estimate to riprap south bank:

Riprap (inplace cost)	800 CY @ 5.00	4,000.00	
	+25% engr.&cont.	1,000.00	
			5,000.00
		TOTAL COST	$30,733.26

EXECUTIVE OFFICE OF THE PRESIDENT — EMERGENCY

DAMAGE SURVEY REPORT

(Under Public Law 875, 81st Congress, as amended)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.)
Clackamas Co.

2. DISASTER DECLARATION DATE
1-21-72

3. STATE
Oregon

4. COUNTY
Clackamas

5. INSPECTION DATE
3-1-72

6. WORK CATEGORY (SEE DEFINITIONS)

a. TYPE (Check) ☐ A ☐ B ☒ C ☒ D ☐ E ☐ F

b. ITEM NO. C-10

c. TOTAL ITEMS

7. MAP OR PHOTO REFERENCE NO.
None

8. WORK TO BE ACCOMPLISHED BY ☒ a. Contract ☐ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES
Brightwood Bridge across Sandy River
Co. Rd. No. 26001 26' wide x 155' long - 2 span, PCC

10. PERCENTAGE OF WORK COMPLETED TO DATE

11. DESCRIPTION OF DAMAGE Due to gravel deposited during the flood main river channel has change causing considerable erosion under spread footing for N. abut. of the structure. Extent of erosion cannot be determined until water goes down. ~~One~~ One span (south) replaced after 1964 flood.

12. PROPOSED EMERGENCY WORK
Temp. bracing, removal of existing abutment - lower footing approx 8 feet - replace the abutment. Place protective rip-rap as necessary. Method of repair subject to change after full extent of damage has been determined.

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
All	L.S.	Temp. bracing (Steel H piles)	2000.00	2000.00
All	L.S.	Remove existing abutment	1000.00	1000.00
700	C.Y.	Excavation, unclass.	6.00	4200.00
500	C.Y.	Excavation, structural	12.00	6000.00
160	C.Y.	Class A Concrete	130.00	20,800.00
14,500	lbs	Rein. Steel	0.20	2900.00
1000	C.Y.	Rip Rap (derick placed)	11.00	11000.00
800	C.Y.	Embankment	3.00	2400.00
50	C.Y.	1½ base rock	8.00	400.00
20	C.Y.	¾-0 surfacing rock	8.00	160.00
30	Ton	Class B A/C	15.00	450.00
		20% Engr. & Cont.		10262.00
		TOTAL ESTIMATED COST		61,572.00

14. INSURANCE COVERAGE ☐ YES ☒ NO ☐ AMOUNT

15. FINDINGS

☒ a. ELIGIBLE ☐ b. INELIGIBLE (Explain Separately)

c. FEDERAL INSPECTOR (Signature & Agency Name) Will Bryant, Area Engr. FHWA

d. DATE 3-[illegible]

16. CONCURRENCES

☒ a. YES ☐ b. NO — c. STATE INSPECTOR (Signature) [signature] — d. AGENCY OR OFFICE O.S.H.D — e. DATE 3-27-[illegible]

☐ a. YES ☐ b. NO — c. REPRESENTATIVE OF APPLICANT (Signature) [signature] — d. DATE 3/2[illegible]

Form OEP 164
February 1969

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN HANDBOOK FOR FEDERAL AGENCY INSPECTORS, OEP CIRCULAR 4000.6

COPY NO. 1 – OEP C[illegible]

EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT

(Under Public Law 875, 81st Congress, as amended)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.)
Clackamas County

2. DISASTER DECLARATION DATE
1-21-72

3. STATE
Oregon

4. COUNTY
Clackamas

5. INSPECTION DATE

7. MAP OR PHOTO REFERENCE NO.

6. WORK CATEGORY (SEE DEFINITIONS)

a. TYPE (Check) ☐ A ☐ B ☒ C ☐ D ☐ E ☐ F

b. ITEM NO. C-47

c. TOTAL ITEMS

8. WORK TO BE ACCOMPLISHED BY: ☒ a. Contract ☐ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES
Co. Rd. No. ~~52608~~ 52608 - Dickie Prairie Bridge
24' wide - 220' long - 3 span structure

10. PERCENTAGE OF WORK COMPLETED TO DATE
0

11. DESCRIPTION OF DAMAGE
Molalla River undermining east abutment of the structure. Full extent of damage cannot be determined until the river goes down.

12. PROPOSED EMERGENCY WORK Construct sheet pile cofferdam around abutment. Fill existing void under footing with reinf. concrete. Place rip rap around footing and along river bank where subject to scour. Estimate based on prices quoted by local contractor. Method of repair should remain subject to change until full extent of damage is determined.

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
All	L.S.	Sheet Piling (Rental only on approx. 42,000 lbs	—	1,680 00
All	L.S	Labor, Drive piles (10 days @ 500.00)	—	5,000 00
All	L.S	Labor, Remove piles (4 days @ 500.00)	—	2,000 00
All	L.S	Labor, Excavation, forming, etc	—	15,000 00
All	L.S	Hauling (8 trips @ 150.00)	—	1200 00
All	L.S.	Equip. Rental	—	6800 00
All	L.S.	Reinforcing Steel	—	2500 00
All	L.S	Concrete (100 cy @ 25.00)	—	2500 00
All	L.S.	Forms and Hardware	—	2000 00
150	C.Y.	Rip Rap (around footing)	11.00	1650 00
1000	C.Y.	Rip Rap (Bank) (in place cost)	5.00	5000 00
All	L.S.	Supervision	—	3000 00
		20% Engr. + Cont.	—	9666 00
		TOTAL ESTIMATED COST		57,996 00

14. INSURANCE COVERAGE ☐ YES ☐ NO ☐ AMOUNT

15. FINDINGS

☐ a. ELIGIBLE ☐ b. INELIGIBLE (Explain Separately)	c. FEDERAL INSPECTOR (Signature)	d. DATE

16. CONCURRENCES

	c. STATE INSPECTOR (Signature)	d. AGENCY OR OFFICE	e. DATE
☒ a. YES ☐ b. NO	R.E.	Ore St. Hwy Div	3/27/72
	c. REPRESENTATIVE OF APPLICANT (Signature)		d. DATE
☐ a. YES ☐ b. NO			3/25/72

Form OEP 164
September 1966

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN HANDBOOK FOR FEDERAL AGENCY INSPECTORS, OEP CIRCULAR 4000.6

COPY NO. 1 - OEP COPY

7808 Bilyeu Cr. (Camp Morrison) Br. Sec. 1972
of Co. Rd. No. 830, east of Jefferson
(Structure)

C&A 4517 7-20-72

C&A 4459 11-16-72

EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF EMERGENCY PREPAREDNESS

REPORT OF FINAL COMPLETED WORK INSPECTION

(Under Public Law 606, 91st Congress)

DISTRIBUTION - Send two completed copies to OEP regional office and one completed copy to State

TO:	FROM (Agency and/or Bureau and Location)
OFFICE OF EMERGENCY PREPAREDNESS REGION 10	Department of Transportation Federal Highway Administration Box 300 Salem, Oregon 97308

1. APPLICANT: Oregon State Highway Division

2. DATE OF THIS REPORT: 5-8-73

3. PROJECT APPLICATION NO.: OEP- 319 DR- 10(L-13)

4. DATE OF INITIAL DAMAGE SURVEY: 2-29-72

5. ORIGINAL ESTIMATED COST: $44,800.00

6. WORK ACCOMPLISHED BY: [X] a. Contract [ ] b. Force Account

7. INSPECTION MADE BY (Names and titles of inspecting officials)
P. V. Riedl, Area Engineer FHWA
Jack Martin, Resident Engineer OSHD

8. a. DATE OF FINAL INSPECTION: 1-9-73
b. IS ACTIVITY IN OPERATION? [ ] YES [X] NO

9. WORK CATEGORY AND ITEM NO.(S). (Identify individual items of work per category which have been completed in accordance with the approved project application and the completion date for each.)

Category C

10. REMARKS (Explain all deviations or omissions from approved work. Use additional sheets if necessary)

This project is located on County Road 830, Camp Morrison Road, 2.5 miles from the junction with C.R. 831. The single lane timber bridge was washed out by the flood. Repair work consisted of replacing the structure with a single lane concrete slab span bridge.

The State Highway Division administered the work on a contract basis with Marion Construction Co. Inc., 1620 Oxford St., S.E. of Salem, Oregon, for a contract amount of $34,688.00. Final contract costs were $35,446.74 which included a price agreement to place the fills at the ends of the structure for a lump sum price of $669.94. Engineering costs were $4,453.26.

The work was satisfactorily completed on December 18, 1972 using 118 of the allowable 120 calendar days.

CERTIFICATION

THE ABOVE ITEM(S) IN THE PROJECT APPLICATION FOR THE CATEGORY OF WORK SHOWN HAS BEEN VISUALLY INSPECTED AND CERTIFICATION IS HEREBY MADE THAT THE WORK HAS BEEN COMPLETED AS APPROVED THEREIN, EXCEPT AS NOTED ABOVE.

STATE INSPECTING OFFICIAL (Signature and title)	DATE
P. V. Riedl, Area Engineer FHWA	5-15-73
LOCAL INSPECTING OFFICIAL (Signature and title)	DATE

FEDERAL AGENCY CONCURRENCE

REVIEWING OFFICIAL (Signature)	TITLE
G. K. Hossner	District Engineer
NAME OF AGENCY (IF FEDERAL INSPECTOR NOT PRESENT DURING FINAL INSPECTION PLEASE EXPLAIN)	DATE
	5/16/73

Form OEP 165
February 1971

GPO 915-596

The undersigned contractor on Project No. OEP-319-10 (11-13) hereby certifies that all laborers and mechanics employed by him or by any subcontractor performing work under the contract on the project have been paid wages at rates not less than those predetermined by the Secretary of Labor as stated in the contract provisions, and that the work performed by each laborer or mechanic conforms to the classification set forth in said provisions applicable to the wage rate paid.

Date 2-6-73	Contractor Marion Construction Co., Inc.
Contract No. 7808 5 Final	By Earl R. Peterson

Please Sign & Return

OREGON STATE
HIGHWAY DIVISION

April 20, 1973

Mr. Glenn Green
Division Engineer
Federal Highway Administration
477 Cottage Street, NE
Salem, Oregon 97301

Dear Sir:

Bilyeu Cr.(Camp Morrison)Br.
Project No. OEP-319-10 (L.-13)
Contract No. 7808

This is to certify that:

1. All of the materials used on the above project were in reasonably close conformity to pertinent specification requirements of the contract as indicated by the test results obtained on job control samples. All of the materials were properly covered by samples tested and accepted in accordance with the State's established policies and procedures.

2. The results of the tests on record samples indicate that: (a) the materials incorporated in the construction work and the construction work controlled by sampling and testing such as slump and entrained air in Portland cement concrete, degree of compaction in embankment materials, base and surface courses, etc., were in reasonably close conformity to the approved plans and specifications, and (b) such results are reasonably representative of the materials incorporated in the work and of the construction work as shown by the results of job control sampling and testing.

Appropriate reports covering tests or certification as to conformity with specifications of materials used on the project are on file by project number in the State Laboratory at Salem, Oregon.

Very truly yours,

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:eb

STATEMENT OF OVERRUNS & UNDERRUNS

Bilyeu Creek (Camp Morrison) Bridge
County Road 830

22-7892-02 Linn County Contract 7808 OEP-319-10(Li-13)

ITEM	ORIGINAL AMOUNT	SEMI-FINAL ESTIMATE	% + OR -
Contract Bid Items	$ 34,688.00	$ 34,807.00	+ .034
Anticipated Items	100.00	0	- 100
Contingencies	1,565.46	0	- 100
Engineering	3,478.80	3,399.95	- 2.3
Totals	$ 39,832.26	$ 38,206.95	- 4.3
Price Agreement No. 1 (if approved)		$ 669.94	
Totals	$ 39,832.26	$ 38,876.89	- 2.5

STATEMENT OF OVERRUNS
AND UNDERRUNS
CONTRACT NO. 7808

BILYEU CREEK (CAMP MORRISON) BRIDGE

ITEM #	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + OR -
1	Channel Excavation Necessary for the proper blending of upstream and downstream channel into widened channel in structure area.	Cu. Yds.	420	442	+ 5.2
2	Bridge Removal Work	Lump Sum	100%	100%	0
3	Shoring, Cribbing, Etc.	Lump Sum	100%	100%	0
4	Structure Excavation Computed quantity indicates original quantity over-estimated.	Cu. Yds.	140	132	- 5.7
5	Structure Exc. Below Elevation Shown Not necessary, suitable foundation material obtained at plan elevation.	Cu. Yds.	10	0	- 100
6	Class A Concrete	Lump Sum	100%	100%	0
7	4'x 50'-55' Prestressed Slabs	Only	4	4	0
8	Reinforcement	Lump Sum	100%	100%	0
9	Metal Rail Underestimated for adequate protection at bridge ends.	Lin. Ft.	113	120	+ 5.4
10	Loose Riprap, Class 700 Necessary for adequate protection of upstream wing walls.	Cu. Yd.	130	151	+ 16.2
11	Filter Blanket All required for protection of riprap.	Cu. Yd.	22	19	- 4.5

J. M. Martin
Resident Bridge Engineer

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
OEP-319-10 (L-13)	Linn	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

One structure

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Marion Construction Co., Inc.	$ 34,688.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* R. D. [illegible]

TITLE Asst Office Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width _____ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
P. V. Riedl, Area Engineer	January 9, 1973

12. IN COMPANY WITH

Jack Martin, Resident Engineer OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE [signature]		16. SIGNATURE	
14. TITLE Area Engr.	15. DATE	17. TITLE	18. DATE

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

OREGON STATE HIGHWAY DIVISION 02/06/73 **PROGRESS ESTIMATE AND COST REPORT** PAGE NO. 01

SECTION WILYEU.CR (CAMP MORRISON) BR
HIGHWAY COUNTY ROAD 630
COUNTY LINN
TYPE WORK STRUCTURE

SPECIFIED COMPLETION: A) 120 CD B) C)
EXTENSION
APPROVED
USED 118 CD

CONTRACT NO. 7808
F.A.P. OEP 0319010
PREFIX 022 7982
AWARDED 06 08 72
ESTIMATE NO. 005 FINAL
WORK DONE TO
ESTIMATED DATE OF COMPLETION:

CONTRACTOR MARION CONSTRUCTION CO. INC

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 12/18/72 QUANTITY	PERFORMED TO DATE 12/18/72 AMOUNT	TO COMPLETE 12/18/72 QUANTITY	TO COMPLETE 12/18/72 AMOUNT	GROUP CODE	PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOUNT
001	CHANNEL EXCAVATION CU YDS	25000	420000	105000	446000	111500	446000	111500			1P		
002	BRIDGE REMOVAL WORK LUMP SUM	12000000	100000	120000	100000	120000	100000	120000			1P		
003	SHORING, CRIBBING, ETC LUMP SUM	55000000	100000	550000	100000	550000	100000	550000			1P		
004	STRUCTURE EXCAVATION CU YDS	150000	140000	210000	130600	195900	130600	195900			1P		
005	STRUCTURE EXC BELOW ELEVATION SHOWNCU YDS	150000	10000	15000							1P		
006	CLASS A CONCRETE LUMP SUM	10000000	100000	1000000	100000	1000000	100000	1000000			1P		
007	4' X50'-55' PRESTRESSED SLABS ONLY	185000000	4000	740000	4000	740000	4000	740000			1P		
008	REINFORCEMENT LUMP SUM	37000000	100000	370000	100000	370000	100000	370000			1P		
009	METAL RAIL LIN FT	160000	113000	180800	120000	192000	120000	192000			1P		
010	LOOSE RIPRAP, CLASS 700 CU YDS	120000	130000	156000	149400	179280	149400	179280			1P		
	FILTER BLANKET CU YDS	100000	22000	22000	19000	19000	19000	19000			1P		

RESIDENT ENGINEER ---------- DATE ---------- DIVISION ENGINEER ---------- DATE ----------

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 12/18/72 QUANTITY	PERFORMED TO DATE 12/18/72 AMOUNT	GROUP POST	TO COMPLETE QUANTITY	TO COMPLETE AMOUNT	PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOUNT
	TOTALS FOR ORIG. CONTRACT			3468300		3477630		3477630					
50102	CONSTR END FILLS PRICE AGREEMENTS LUMP SUM	6699400	100000	6699400	100000	6699400	100000	6699400	1P				
	SUB-TOTAL P. A.			6699400				6699400					
	TOTALS ALL EXCEPT F.A.			3544674				3544674					
	* TOTAL PAY COSTS			2468800		3544674		3544674					
	ADD. ANTICIP. ITEMS												
04A01	TEMP EROSION CONTROL			100000					1P				
99999	CONTINGENCIES			1356946									
99999	ENGINEERING			3478850		4495026		4395295		5021			
	GRAND TOTALS			39832260		39904000		39841299		5021			

TYPE WORK: STRUCTURE — MASION CONSTRUCTION CO., INC

HIGHWAY: BLYEAU CR (CAMP MORRISON) BR

COUNTY: LINN

CONTRACTOR

SPECIFIED COMPLETION: A) 120 CD B) C)

EXTENSION

APPROVED

USED: 114 CD

CONTRACT NO. 7808

F.A.P. OCP 031901D

PREFIX: 022 79R2

AWARDED: 08 08 72

ESTIMATE NO.: 005

WORK DONE TO

ESTIMATED DATE OF COMPLETION

FINAL

7808

April 24, 1973

General Insurance Co. of America
Portland Service Office
1300 S.W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

On February 6, 1973, we wrote to you concerning release of final payment on Contract No. 7808 awarded to Marion Construction Co., Inc., for structure of the Milyea Creek (Camp Morrison) Bridge on County Road 830 in Linn County.

Final payment on this contract is $2,380.09 and the total contract amount is $35,446.74. No work was performed under force account.

Very truly yours,

C. W. Hand, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. H. Graham, Assistant Secretary

ds

cc Marion Construction Co., Inc.
1680 Oxford Street, S.E.
Salem, Oregon 97302
bc C. T. Kassey
Walt Hart
V. E. Skoog
Attn: Dick Macek
C. O. Fredrickson

7808

February 1, 1973

TO Oregon State Highway Commission

FROM V. H. Kleboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7808 Work Completed December 18, 1972

Project Bilyeu Creek (Camp Morrison)

Highway County Road 830 County Linn

Type of Work Structure

Contractor Marion Construction Co., Inc.

Recommended Acceptance Date January 31, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on March 6, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Kenney
W. J. Hart

PL 606
OEP

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

Project Name Bilyeu Creek (Camp Morrison) Bridge Contract No. 7808

Highway County Road 830 Prefix No. 22-7982-02

County Linn F.A. No. OEP-319-10 (Li-13)

Final inspection made on 11-8-72 By Gerald W. Wimer

in company with Jack Martin. On November 28, 1972 Al Rear and J. B. Boyd inspected with Martin. Paul Riedl inspected December 5th. Formal final inspection made by Martin December 26th with Floyd Mullin, Dick Dalke, and Lyle Jackson, all of Linn County.

CHECK LIST

Date		Date	
12-6-72	Construction signs removed	12-18-72	Opened to traffic with semi-final
was none	Salem Office notified to rescind construction speed zone		Regional Materials Certification submitted
12-18-72	Contractor removed equipment from project		
12-18-72	Roadside cleanup completed		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Good looking structure. Only a small amount of finishing and riprap placement remained at the time of my final inspection. These items were completed November 22, 1972. The November 28, 1972 inspection found the need for some additional washers which were placed December 18, 1972.

All contract work on this project has been completed and recommendation is made for acceptance on Dec. 18, 1972 The semi-final estimate will be submitted about Jan. 10, 1973.

cc: Const. Engineer - C. T. Keasey
Bridge Engineer - W. Hart
Maint. Engineer - R.N. Bothman
Co.-City Eng. - H. S. Cox
Reg. Engineer - J. B. Boyd
Res. Engineer - Jack Martin
Dist.Engineer - Howard Johnson

Copies sent to all named

RECEIVED
COUNTY & CITY SECTION
JAN 2 1973
ENGR. COOR. CE AE UE
UBE CE RE PRE

(Signed) Const. Engr. (Title)

PL 606
OEP 319-10-

RICHARD DALKE, P.E.
County Engineer

OFFICE OF
LINN COUNTY ENGINEER
3010 INDUSTRIAL WAY
ALBANY, OREGON 97321

Phone 926-9451

GORDON B. WALLACE, P.E.
Assistant County Engineer
WILLIAM L. ZILLMAN
Administrative Assistant
DEL BURKHART
Road Superintendent

December 27, 1972

Oregon State Highway Department
Hill & Water Street
Albany, Oregon

Attention: Mr. Jack Martin

Re: Bilyeu Creek Bridge

Gentlemen:

On December 26, 1972, Linn County made a final inspection on the subject bridge. The bridge was found to be acceptable. Subsequent action was taken by the Board of Commissioners on December 27, 1972, accepting the bridge as built. It should be noted that a price agreement was made with the contractor for additional riprap placement. This bill has not been paid by Linn County.

Sincerely,

Richard Dalke
Linn County Engineer

RD:bms

RECEIVED
COUNTY & CITY SECTION
JAN 15 1973
ENGR. COOR. UPE CE RE RPE

RECEIVED
JAN 21973
J. M. MARTIN
Resident Engineer

cc: Programing
Construction
County - City
Secretary
Paul Hatcher

7808

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Bilyeu Creek Bridge (Camp Morrison)	WEEK ENDING: December 23, 1972
		SECTION PREFIX: 22-7982-02
	HIGHWAY: County Road 830	COUNTY: Linn
NAME OF JOB: Bilyeu Creek (Camp Morrison) Bridge	KIND OF WORK: Bridge Replacement	
CONTRACTOR: Marion Construction Company	CONTRACT NUMBER: 7808	FEDERAL AID PROJECT NUMBER: OEP-319-10(Li-13)
DATE OF CONTRACT: August 8, 1972	DATE WORK STARTED: August 17, 1972	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 120	CALENDAR DAYS USED 118
PROJECT AUTHORIZATION: $ 39,832.26	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 36,353.46	ENGINEERING AUTHORIZATION $ 3,478.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 36,353.46	ENGINEERING COST TO DATE $ 3,351.72	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 96.3%	DATE PROJECT WAS COMPLETED: December 18, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16027							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17	Rain	1	0	
MONDAY 18	Rain	1	0	Completion Date
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing: Keasey, Bond, Walker, Johnson, Pease, Glenn, Litchfield, Berg

RECEIVED
DEC 26 1972
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 17	No Activity
MONDAY 18	Shim Washers were pladed on stiffeners for bolts of metal guardrail posts. Project was completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project was completed on December 18, 1972.

SIGNED Jack M. Manton by Randall J Winbiss LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
AUG 23 1972
FOR FILING

7808

August 22, 1972

Marion Construction Company, Inc.
1620 Oxford Street, S. E.
Salem, Oregon 97302

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7808 for the Bilyeu Creek (Camp Morrison) Bridge on County Road No. 830 in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1300 S. W. First
Portland, Oregon 97201

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
Jack Martin

RECEIVED
AUG 11 1972
FOR FILING

7808

August 8, 1972

Marion Construction Co., Inc.
P. O. Box 2208
Salem, Oregon 97308

Gentlemen:

The State Highway Commission on August 4 accepted your proposal for the Milyea Creek (Camp Morrison) Bridge Section of County road #30 in Linn County for the sum of $34,688 and referred it to the Administrator of Highways with authority to award the contract as soon as Linn County, the Office of Emergency Planning and the Federal Highway Administration approve the project.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7808.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Quarry, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Walt Hart
Don Trout
J. B. Boyd
Jack Martin
Wm. Geibel (SAIF)

RECEIVED
AUG 1 - 1972
FOR FILING

7808

MISC. CONTRACTS and
AGREEMENTS No. 5517

C.E.P. 319-10 (8:13)

July 31, 1972

Board of County Commissioners
Linn County
Courthouse
Albany, Oregon 97321

Attention: Del Riley
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Bilyeu Bridge on Camp Morrison Road in Linn County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Attachment

bc H. S. Cox (Agree. Att.)

July 9, 1972
(date)

Linn County Board of Commissioners
Courthouse
Albany, Oregon 97321

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway County Rd. 830 (P.L. 606)

Section Bilyeu Cr. (Camp Morrison) Br.: Grade, Pave & Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [x]

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
JUL 11 1972
ENGR. COOR. SURVEYS
UPE CE RE PPE

June 14- 1972
(date)

By Floyd C. Wheeler

By Eugene A. Richardson
Commissioner

By Burl Ingram
Commissioner

cc: L. H. Young
Attn: Duane Ridings

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

RECEIVED
JUN 28 1972
DESIGN SECTION

Hall
A. Olson
Terpin
Scott
Swenson
K. Olson

Prepare Reply
Routine Approval
Return
Other

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

June 27, 1972

cc's sent 6-29-72:

E. S. Hunter
L. H. Young
W. J. Hart (4)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (4)
J. B. Boyd (8)

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

We are replying to your letter of June 8, 1972, requesting our comments on the following proposed projects:

1. North Santiam River (Green's) Bridge Section
   FAS 126, Linn County

2. Big Creek (Knappa) Bridge Section
   County Road (Old Columbia R. Hwy.), Clatsop County

3. Bilyeu Creek (Camp Merrison) Bridge Section
   County Road 830, Linn County

4. Champoeg State Park
   Bicycle Trail, Marion County

NOTED
E. S. HUNTER

We can foresee no problems on these projects as long as water quality is maintained. On the Big Creek Bridge Section, any work within the stream should be completed prior to August 20, when the fall chinook run is expected.

The projects are approved.

Very truly yours,

R. O. Koski
Fishery Staff Specialist

cc: Dir. FCO

PL 606

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

6-21-72

SUBJECT: Federal Aid Project No. O.E.P. 319-10

Highway No. Camp Morrison Road #830

Project Name
Bilyeu Bridge

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Albany, Oregon,

this 21st day of June, 1972

Linn County

Chairman

Commissioner

Commissioner

RECEIVED
COUNTY & CITY SECTION
JUN 28 1972
☐ ENGR. ☒ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

(5/12/70)

ENGR. COOR. GE. AE UE
UPE GE RE RPE

June 13, 1972

Mr. Richard Dalke
Linn County Engineer
3010 Industrial Way
Albany, Oregon 97321

Re: January, 1972 Storm Damage
Bilyeu (Camp Morrison) Bridge
P.L. 606
Linn County

Dear Mr. Dalke:

Two copies of the right-of-way certificate for this project are enclosed. Would you please complete them and return one copy to this office.

The original copy should be returned before June 22 so that we can get this project on the July 27 schedule.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt
Encl.

June 5, 1972

Mr. Richard Dalke
Linn County Engineer
3010 Industrial Way
Albany, Oregon 97321

Re: Bilyeu Creek Bridge
Camp Morrison Creek
P.L. 606
Linn County

Dear Mr. Dalke:

This is to confirm our conversation about the approaches and connections to the subject structure.

At that time, it was understood that the approaches and connections for this bridge would be constructed by the County with their own forces and not as part of the bridge contract.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

for H. E. Cox
County and City Engineer

HR:ljt

cc: Victor Wolfe
Walt Hart
J. B. Boyd
F. E. Terpin

ER-606

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 10, 1972

Board of County Commissioners
Linn County
Courthouse
Albany, Oregon 97321

CA 4459

RECEIVED
COUNTY & CITY SECTION
APR 10 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Gentlemen:

Attached for your records is a fully executed copy of a letter-form agreement covering assistance in the restoration of certain county roads caused by the flood damage.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc - H. S. Cox ✓
(conf. agree. att.)

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
COUNTY & CITY SECTION
APR 10 1972
ENGR. OPR. UPE

Linn County Board of Commissioners
Courthouse
Albany, Oregon 97321

Gentlemen:

The Linn County Board of Commissioners, by signature below, may request and authorize the Oregon State Highway Commission to act as County's agent in the matter of restoration of flood damaged County Roads which are not a part of the Federal Aid Secondary System, under the provisions of Public Law 606.

The State will apply for funds, conduct surveys, prepare plans and specifications, let and award contracts, and supervise construction of the projects.

If this arrangement is acceptable to the Board, please indicate your approval by signatures in the spaces provided below.

APPROVED:

E. J. Hunter
Assistant State Highway Engineer

/s/ Floyd Query
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Date 4-4-72

LINN COUNTY, by and through its
Board of Commissioners

By Floyd C. Hyerleen
Chairman

By Eugene J. Richardson
Commissioner

By _____
Commissioner

HSC/MCH:mm

Sheet 1 of __ Sheets

ER-606

EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF EMERGENCY PLANNING

DAMAGE SURVEY REPORT

(Under Public Law 875, 81st Congress, as amended)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.)
Oregon State Highway Div.

2. DISASTER DECLARATION DATE
1-21-72

3. STATE
Oregon

4. COUNTY
Linn

5. INSPECTION DATE
2-29-72

6. WORK CATEGORY (SEE DEFINITIONS)

a. TYPE (Check) ☐ A ☐ B ☒ C ☐ D ☐ E ☐ F

b. ITEM NO.

c. TOTAL ITEMS

7. MAP OR PHOTO REFERENCE NO.
#3 & #4.

8. WORK TO BE ACCOMPLISHED BY:
☒ a. Contract ☐ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES
County Road 830, Camp Morrison Road, 2.5 mi. from jct. with C.R. 831 (T10S, R1E, Sec. 24)

10. PERCENTAGE OF WORK COMPLETED TO DATE
0

11. DESCRIPTION OF DAMAGE
Single lane timber bridge washed out by flood.

12. PROPOSED EMERGENCY WORK
Replace structure with single lane concrete slab span bridge.

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
16' x 80' = 1280 sq. ft.	Sq. ft.	Concrete slab span bridge	25.00	28,000.00
		Engr. & contingencies 40%		15,200.00
		TOTAL ESTIMATED COST		43,200.00

14. INSURANCE COVERAGE ☐ YES ☒ NO ☐ AMOUNT

Recommended

15. FINDINGS

☒ a. ELIGIBLE ☐ b. INELIGIBLE (Explain Separately)

c. FEDERAL INSPECTOR (Signature) John R. Schultz

d. DATE 2-29-72

16. CONCURRENCES

☐ a. YES ☐ b. NO

c. STATE INSPECTOR (Signature) Harold Reynolds

d. AGENCY OR OFFICE Co-City Section

e. DATE 2/29/72

☐ a. YES ☐ b. NO

c. REPRESENTATIVE OF APPLICANT (Signature) Harold Reynolds

d. AGENCY OR OFFICE Co-City Section

e. DATE 2/29/72

Form OEP 164
September 1966

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN HANDBOOK FOR FEDERAL AGENCY INSPECTORS, OEP CIRCULAR 4000.6

COPY NO. 1 - OEP COPY

Form E-114 (Rev. 1-70)

7808

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date March 24, 197 2. Week ending March 25, 197 2.

Job name Bilyeu Creek Bridge Highway Linn County Road # 830

County Linn

Job prefix *

Anticipated per mile cost of survey 10,000

		Unit	Unit name				
		1		2	3	4	Total Survey Section
Mileage	Total					0.09	
Staked	Preliminary					0.09	
	Location					0.09	
Per Cent Complete	Field					100	
	Office					0	
Date of Survey	Started					3/16/72	
	To be completed					4/14/72	
Estimated construction cost						10,000	

Expenditures

This Week: Salary 300; Other 50

Previous total 450

Total (including this week) 800

Anticipated total 900

Authorization

Field (901) *

Per cent expended *

Anticipated overrun *

Mail address 3400 Spicer Road, Albany

Signed [signature]

Title Res. Engr.

REPORT OF WEEK ACTIVITIES

* Verbal approval to proceed received from Mr. G W Wimer, OSHD, and Dick Dalke, Linn County Engineer. Prefix and authorized amount not yet known. Authority for survey submitted March 6 th.

Survey crew worked 1½ days on topog for bridge vicinity map.

RECEIVED
MAR 27 1972
LOCATION SECTION

NOTED
F. L. HALL

BEN GIFFORD

INSTRUCTIONS: Original to Salem office; duplicate to Division Engineer; triplicate to be retained.

(Use back if additional space is required)

Form E-114 (Rev. 1-70) 7202

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date March 17, 1972 Week ending March 18, 1972

Job name Bilyeu Creek Bridge Highway Linn County Road # 830

County Linn

Job prefix *

Anticipated per mile cost of survey 22,500

	Unit	Unit name	1	2	3	4	Total Survey Section
Mileage	Staked	Total				0.04	
		Preliminary				0.04	
		Location				0.04	
Per Cent Complete		Field				75	
		Office				0	
Date of Survey		Started				3/16/72	
		To be completed				4/14/72	
Estimated construction cost							

Expenditures

This Week: Salary 400; Other 50

Previous total 0

Total (including this week) 450

Anticipated total 900

Authorization: Field (901) *; Per cent expended *; Anticipated overrun *

Mail address 3400 Spicer Road, Albany

Signed Keats Oliver by Glen Goodrich Title Resident Engineer

REPORT OF WEEK ACTIVITIES

* Verbal approval to proceed received from Mr. G W Wimer, OSHD; and Dick Dalke, Linn County Engineer. Prefix and authorized amount not yet known. Authority for survey submitted March 6th.

Survey crew worked 2 days on topog for bridge vicinity map.

NOTED VICTOR E. WOLFE

RECEIVED MAR 20 1972 LOCATION SECTION

NOTED BY F. L. HALL

INSTRUCTIONS: Original to Salem office; duplicate to Division Engineer; triplicate to be retained.

(Use back if additional space is required)

Linn Co
PL. 606

RECEIVED
COUNTY & CITY SECTION
MAR 15 1972
☑ ENGR. ☑ COOR. ☑ LE ☐ RE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1972

To: Vic Wolfe
LOCATION ENGINEER

SUBJECT: Bilyeu Creek Bridge
Linn County Road 830

The bridge across Bilyeu Creek at Camp Morrison about five miles southeast of Jordon washed out in the January flood. This structure on Linn County road 830 should be eligible for replacement with Public Law 606 funds.

Linn County is in the process of formally requesting the State Highway Division to locate, design, and construct a replacement structure. Resident Engineer Keats Oliver has been instructed, based on other prior approvals and instruction to expedite such surveys, to proceed on the survey as soon as he has word Linn County has either written requesting assistance or signed an agreement.

Your formal approval of the attached Survey Authorization is recommended. Also attached is Cost Tabulation for Location Surveys.

Original signed by, Gerald Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

cc W. S. Cox

BP 52475-724

7809 Silver Falls State Park east of 1972
Salem
(Paving)

RECEIVED
JAN 8 - 1973
FOR FILING

7809

January 8, 1973

Federal Insurance Company
Bonding Department
1400 Plaza 600
6th and Stewart Street
Seattle, Washington 98101

Gentlemen

A post-final payment for $350 will be made to North Santiam Sand & Gravel, Inc., on Contract No. 7809 for work in Silver Falls State Park in Marion County as soon as the warrant is prepared.

The total amount paid on this contract will be $54,930.35 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. H. Hood, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc North Santiam Sand & Gravel, Inc.
South First
Stayton, Oregon 97383

bc C. T. Keasey
Walt Hart
V. E. Shoog
Attn: W. L. Manner
J. B. Boyd

RECEIVED
DEC 29 1972
FOR FILING

7809

December 26, 1972

Federal Insurance Company
1400 Plaza 600
6th and Stewart St.
Seattle, Washington 98101

Gentlemen:

On December 19, 1972, we wrote to you concerning release of final payment on Contract No. 7809 awarded to North Santiam Sand and Gravel, Inc., for paving in Silver Falls State Park in Marion County.

Final payment on this contract is $2,311.94 and the total contract amount is $54,580.55. No work was performed under force account.

Very truly yours,

C. A. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc North Santiam Sand and Gravel, Inc.
South First
Stayton, Oregon 97383

C. T. Keasey
Walt Hart
V. E. Shoog
Attn: W. L. Monner
J. B. Boyd

RECEIVED
DEC 27 1972
FOR FILING
7809

December 22, 1972

North Santiam Sand & Gravel, Inc.
First Avenue South
Stayton, Oregon 97383

Gentlemen:

Your request for a time extension of 10 days on Contract No. 7809 for work on the Silver Falls State Park Section in Marion County, has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts, particularly Price Agreement No. 1, and the provisions of the contract, an extension of 7 days is granted which will delete all time liquidated damages on this project.

Very truly yours,

F. B. Klaboe
Deputy State Highway Engineer

JAB:fw jf

bc: C. W. Head
Tom Edwards
C. T. Keasey
Vern Skoog
J. B. Boyd
V. L. Gallagher
K. D. Wolfe

RECEIVED
DEC 27 1972
FOR FILING

7809

December 22, 1972

TO Oregon State Highway Commission

FROM

F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Extension of Time, Contract No. 7809
Silver Falls State Park Section, Marion County

North Santiam Sand and Gravel, Inc., contractor for the subject project, has requested extension of the contract time because of significant work added by Price Agreement No. 1 and the delay associated with its negotiation, plus overrun in actual paving quantities. Bids were opened on this project July 28, 1972, with four bids received. Thirty days were allowed and the main item of work was 4,800 tons of paving existing roadways and parking areas. The project was completed October 16 with seven days liquidated damages accrued at the rate of $50 per day, or $350.

At an early stage it was found that considerably more preparation of existing roadways was necessary to secure the required widths and a suitable paving surface from that anticipated at the time of bidding, which resulted in Price Agreement No. 1, amounting to approximately $10,000 of added work. On just a time-money basis, Price Agreement 1 justifies seven additional days. These same circumstances caused an overrun in the project funding, and a 12.3 percent additional authorization was approved at your December 12 meeting.

Based upon the above, I have granted a seven-day extension of time which will delete all liquidated damages. This was a State Project.

This matter will be on the agenda for your concurrence at the January 23 meeting.

bc: C. W. Head
George Baldwin
Tom Edwards
A. E. Johnson
E. S. Hunter
C. T. Keasey
L. H. Young
Vern Skoog
J. B. Boyd
V. L. Gallagher

JAB:fw jf

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 19, 1972

SUBJECT: Silver Falls State Park
Contract No. 7809
Request for Time Extension

To: A. E. Johnson
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

North Santiam Sand and Gravel, Inc. requests a 10-day extension of their contract time, citing the addition of signifcant work by Price Agreement No. 1 and the delay associated with its negotiation, plus some overrun in actual paving quantities. Bids on this project were opened July 28, 1972 with four bidders. Thirty days time was allowed and the main item of work was 4,800 tons of paving of existing roadways and parking areas.

At an early stage, it was found that considerably more preparation of existing roadways was necessary in order to secure the widths and a suitable paving surface from what had been contemplated at the time of bidding. This resulted in Price Agreement No. 1 which amounted to approximately $10,000 of added work. These same circumstances caused an overrun in the project funding and a request for 12.3 percent additional authorization was approved by the Highway Commission at their last meeting. The project was completed October 16 with 7 days liquidated damages accrued at the rate of $50 per day for $350. On just a time-money basis, Price Agreement No. 1 would justify 7 days additional.

An extension of time is clearly justified and we recommend that an extension of 7 days be granted which would delete all liquidated damages. This was a State project. Rough draft letters to the Highway Commission and the contractor are attached.

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
DEC 20 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

SP 92475-734

E-330 (Rev.) 5M-9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date OCT 27, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 30 days to 40 days, within which to complete our Contract No. 7809, without the assessment of liquidated damages. The said contract is described as follows:

PAVING SILVER CREEK FALLS

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Per attached letter

Respectfully submitted,

NORTH SANTIAM SAND & GRAVEL, INC.
Contractor

By H. A. Lusby

CONSENT OF SURETY

Date Oct. 27, 19 72

We, Federal Ins. Co., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7809 Contractor North Santiam Sand & Gravel, Inc.

Highway --

Section Silver Falls State Park

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

The additional work resulting from PA #1 is basis for a 7 calendar workday time extension.

Recommended for Approval:

Harold Kimes
REGIONAL CONSTRUCTION ENGINEER

J. Lowell Bowd
Construction Engineer or ~~Bridge Engineer~~

A. E. Johnson
State Highway Engineer

Contract No.	7809
Project designation	State (State-Federal)
Date awarded	August 4, 1972
Work started	September 25, 1972
Per cent completed	100 10-16-72 (Date)
No. of Workdays Allowed	30
No. of Workdays Used	37
No. of Added Workdays Requested	10

SP 4206-734

Certified Copy of

POWER OF ATTORNEY

Know all Men by these Presents, That the FEDERAL INSURANCE COMPANY, 90 John Street, New York, New York, a New Jersey Corporation, has constituted and appointed, and does hereby constitute and appoint

John D. Davis
Jack C. Darley
of
Stayton, Oregon

each its true and lawful Attorney-in-Fact to execute under such designation in its name and to affix its corporate seal to and deliver for and on its behalf as surety thereon or otherwise, bonds of any of the following classes, to-wit:

1. Bonds and Undertakings (other than Fiduciary Bonds) filed in any suit, matter or proceeding in any Court, or filed with any Sheriff or Magistrate, for the doing or not doing of anything specified in such Bond or Undertaking, in which the penalty of the bond or undertaking does not exceed the sum of One Hundred Thousand Dollars ($100,000.00).
2. Surety Bonds to the United States of America or any agency thereof, including those required or permitted under the laws or regulations relating to Customs or Internal Revenue; License and Permit Bonds or other indemnity bonds under the laws, ordinances or regulations of any State, City, Town, Village, Board or other body or organization, public or private; bonds to Transportation Companies, Lost Instrument bonds, Lease bonds, Workmen's Compensation bonds, Miscellaneous Surety bonds and bonds on behalf of Notaries Public, Sheriffs, Deputy Sheriffs and similar public officials.
3. Bonds on behalf of contractors in connection with bids, proposals or contracts.

In Witness Whereof, the said FEDERAL INSURANCE COMPANY has, pursuant to its By-Laws, caused these presents to be signed by its Vice President and Assistant Secretary and its corporate seal to be hereto affixed this 1st day of January 19 71.

FEDERAL INSURANCE COMPANY
By

Frederick C. Gardner
Vice-President

Walter LaForge
Assistant Secretary

STATE OF NEW YORK }
County of New York } ss.:

On this 1st day of January 1971, before me personally came Walter LaForge, to me known and by me known to be Assistant Secretary of the FEDERAL INSURANCE COMPANY, the corporation described in and which executed the foregoing Power of Attorney and the said Walter LaForge being by me duly sworn, did depose and say that he resides in the City of New York, in the State of New York; that he is Assistant Secretary of the FEDERAL INSURANCE COMPANY and knows the corporate seal thereof; that the seal affixed to the foregoing Power of Attorney is such corporate seal and was thereto affixed by authority of the By-Laws of said Company and that he signed said Power of Attorney as Assistant Secretary of said Company by like authority; that he is acquainted with Frederick C. Gardner and knows him to be Vice President of said Company, and that the signature of said Frederick C. Gardner subscribed to said Power of Attorney is in the genuine handwriting of said Frederick C. Gardner and was thereto subscribed by authority of said By-Laws and in deponent's presence.

Acknowledged and Sworn to before me on the date above written

Notary Public

MARY K. BENDICK
Notary Public, State of New York
No. 24-0237960
Qualified in Kings County
Certificate filed in New York County
Commission Expires March 30, 1971.

FORM 12466 (ED. 1-71)

K-2841 (10M)

CITY AND COUNTY OF NEW YORK: ss.

I, the undersigned, Assistant Secretary of the FEDERAL INSURANCE COMPANY, do hereby certify that the following is a true excerpt from the By-Laws of the said Company as adopted by its Board of Directors on March 11, 1958 and amended January 2, 1964 and that this By-Law is in full force and effect.

"ARTICLE XIX.

Section 2. All bonds, undertakings, contracts, powers of attorney, and other instruments other than as above, for and on behalf of the Company which it is authorized by law or its charter to execute, may and shall be executed in the name and on behalf of the Company either by the Chairman or the Vice-Chairman or the President or a Vice-President, jointly with the Secretary or an Assistant Secretary, under their respective designations, except that any one or more officers or attorneys-in-fact designated in any resolution of the Board of Directors or the Executive Committee, or in any power of attorney executed as provided for in this section, may execute any such bond, undertaking, or other obligation as provided in such resolution or power of attorney."

And I further certify that I have compared the foregoing copy of the POWER OF ATTORNEY with the original thereof and the same is a correct and true copy of the whole of said original Power of Attorney and that said Power of Attorney has not been revoked.

And I further certify that said FEDERAL INSURANCE COMPANY is duly licensed to transact fidelity and surety business in each of the States of the United States of America, Puerto Rico, and each of the Provinces of Canada with the exception of Prince Edward Island; and is also duly licensed to become sole surety on bonds, undertakings, etc., permitted or required by law.

Given under my hand and the seal of said Company at New York, N. Y., this 27 day of

OCTOBER, 1972

M. Smith

Assistant Secretary

north santiam sand & gravel inc
Stayton

FIRST AVENUE S. ● STAYTON, OREGON 97383 ● TELEPHONE 503 - 769-6347

October 31, 1972

Oregon State Hwy Dept
Resident Engineer
Salem, Oregon

RE: Contract # 7809

Dear Sirs:

We are hereby requesting an additional (10) ten days time on the above named contract, Grading and Paving at Silver Creek Falls for the following reasons:

1. On August 25, 1972, we were asked by the state to give a lump sum price on the extra work that was done on price agreement number 1. On that date we informed them that we would do the work on force account. We were not notified to proceed, so on Sept 6, 1972, we requested a meeting with Mr. Wolf and Mr. Wiemer at our office to determine whether the work would be on a force account as we had stated we would do it, or on a price agreement. On that date we agreed on price agreement number 1, and were notified that a stop work order was issued on Sept 6, 1972. We feel the days between August 25, 1972, and Sept. 6, 1972, should not be counted because we didn't actually know what to do.

2. It is our feeling the extra work generated by price agreement number 1 over and above the intend of the original contract, should warrent an additional (6) days.

3. Added preparation for paving and paving itself on the job indicated on the attached exhibit #1, which is sheet #3 of the original profile of the contract, we feel also warrents (1) additional day.

Yours truly,

F. A. Luray

F. A. Luray

RECEIVED
NOV 1 1972
RESIDENT ENGR.
K. D. "WOLFE"

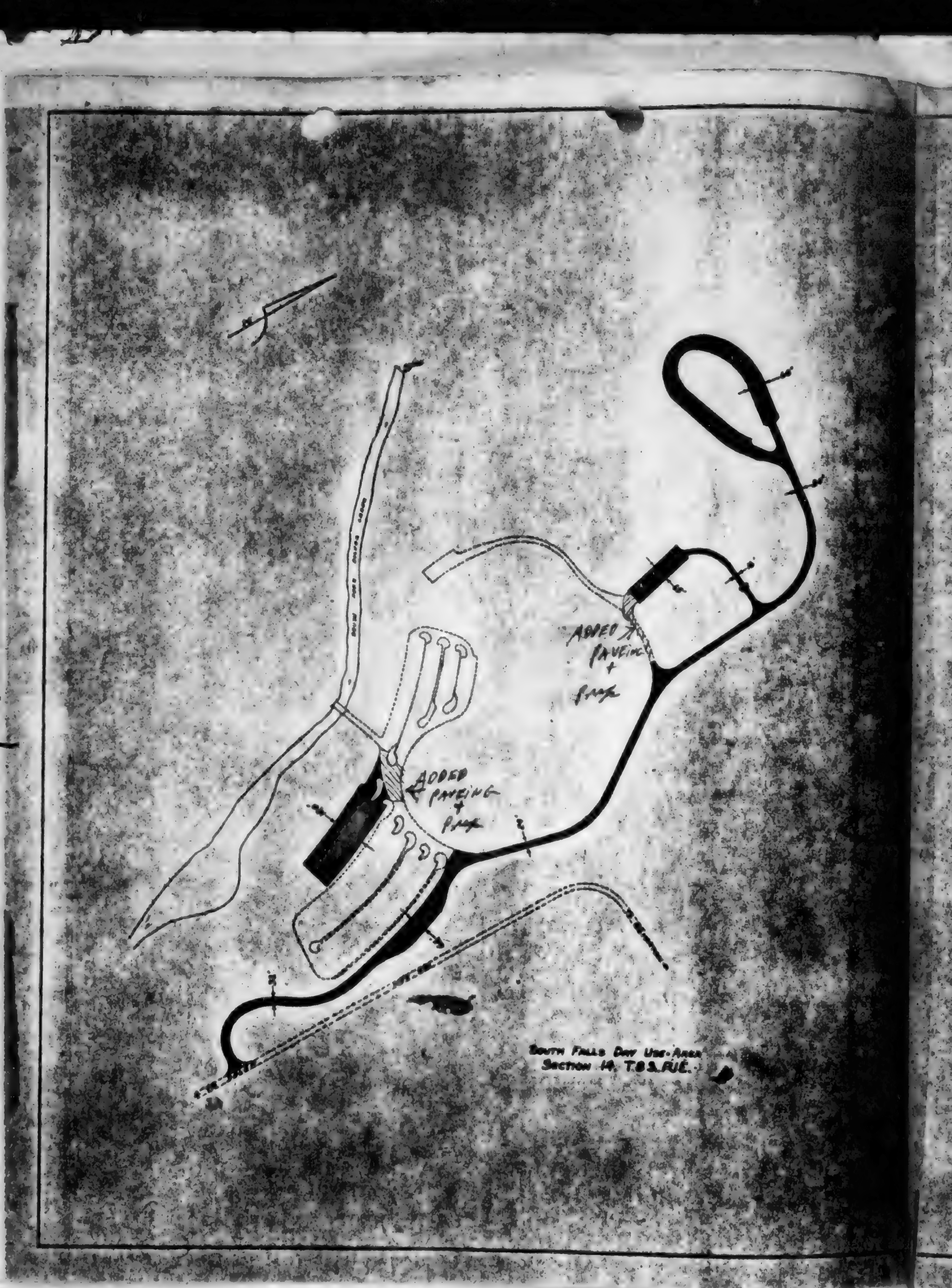

ADDED PAVING + PARK
ADDED PAVING + PARK
SOUTH FALLS DAY USE AREA
SECTION 14, T.8 S. R.1E.

Exhibit #1

PAVING SILVER FALLS STATE PARK MARION COUNTY				SHEET 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	STATE		

SCALE 0 200 400 FEET

NWY. 214 VIEWPOINT PARKING
SECTIONS 22 & 27, T.8S., R1E.

THE RANCH RECREATION AREA
SECTION 13, T.8S., R1E.

RECEIVED
DEC 14 1972
FOR FILING

7809

December 13, 1972

TO Oregon State Highway Commission

FROM F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7809 Work Completed October 16, 1972

Project Silver Falls State Park

Highway - - County Marion

Type of Work Paving

Contractor North Santiam Sand & Gravel, Inc.

Recommended Acceptance Date December 15, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 23, 1973 for your formal concurrence.

WGred

cc: C. W. Head
Tom Edwards
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

APPROVED
FOR FILING

7809

November 29, 1972

TO Oregon State Highway Commission

FROM

A. E. Johnson
Acting Deputy State Highway Engineer

SUBJECT Overrun of Project Authorization
Silver Falls State Park Section, Marion County
Contract 7809

An overrun is apparent in the project authorization on the subject project which is under contract to North Santiam Sand and Gravel Company of Stayton. The original project authorization was $52,979.15. The present anticipated cost is $59,479.61, an overrun of $6,500.46, or 12.3 percent.

The primary reason for this overrun was work added by a Price Agreement to properly prepare the roadbeds for paving by adding fine rock and widening in places. This project covered paving at several different locations in the park, both roadways and parking areas. Most of the work was in areas reconstructed during the summer by the National Guard. The contract plans were made up before the Guard work was completed and did not portray the actual conditions when it was time to start the project. The extra work covered by this Price Agreement cost $10,470, whereas only $500 was available in the contract. It is recommended that the project authorization be increased $6,500.46.

This matter will be on the agenda for your consideration at the December 12 meeting and I recommend your approval.

JAB:fw jf

bc: C. W. Head
George Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
W. J. Hart
L. H. Young
C. T. Keasey
J. B. Boyd
V. L. Gallagher
Gary Sund
Gary Ross

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 27, 1972

SUBJECT: Silver Falls State Park Paving
Contract No. 7809
Request for Overrun

To: A. E. Johnson
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

It is now necessary to request additional funding for the subject contract. This project covered paving at several different locations in the park, both roadways and parking areas. Most of this work was in areas reconstructed during the summer by the National Guard. The contract plans were made up before the Guard work was completed. The contract plan cross sections showed widths with dimensions and noted existing surfacing which did not properly portray the actual conditions when it came time to start the subject project (bids were opened July 28, 1972).

The contract included a lump sum item to Recondition Old Roadbed. After a close reading of the applicable specifications (Section 306), it was decided that the bid item did not fit the actual work necessary to be done. Some additional fine aggregate was needed in places on the base, some additional width was needed, all requiring considerably more work than we could expect the contractor to do under just the reconditioning bid item on which he had bid only $500. This problem was discussed at some length with Mr. Gaskill in the Parks Section and I believe it was also discussed with yourself after it had been recommended that the bid item just be cancelled and an Extra Work Order authorized to properly accomplish or finish the construction of the so-called "existing surfacing" prior to the paving. This extra work, which was covered by a Price Agreement, cost $10,470 whereas only $500 had been anticipated for this in the contract.

We could not accumulate enough underruns in other items to cover such a significant addition, so the project is now completed with an overrun of 12.3 percent or $6,500.46. We request approval of additional funding in this amount. Overrun request forms and a rough draft letter to the Highway Commission are attached.

JAB:fv
Enc.
cc V. L. Gallagher

RECEIVED
NOV 29 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

SP 52476-734

#7807

5

(Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Silver Falls State Park Date November 16, 1972

Highway - - - - Contract No. 7809

County Marion Kind of Work Paving Contractor N. Santiam Sand & Gravel, Inc.

	Authorized	Estimated
Contract Amount	$ 46,070.00	$ 44,991.58
Anticipated Items	.200.00	0
Contingency (4½%)	2,082.15	10,470.17
Engineering	4,627.00	4,627.00
Credits		- 609.14
PROJECT COST	$ 52,979.15	$ 59,479.61

NET INCREASE $ 6,500.46 OR 12.3 %

STATE HIGHWAY COMMISSION APPROVED BY DATE 12-12-72

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change
Item No. 1- Watering	(C)	$ 936.00	$ + 736.00
" " 2- ¾"-0 Aggregate Base	(C)	291.64	- 214.36
" " 3- Recondition Old Roadbed	(C)	0	- 500.00
" " 5- Asphalt Cement in Mixture	(C)	9,133.34	- 786.66
E.W.O. No. 1- Flagging	(A)	0	- 200.00
P.A. No. 1- Prepare Roadbed for Surfacing	(U)		+ 10,470.17
" " 3- Penalty Assessment for A.C.	(U)		- 609.14
		Total Net Change	$ + 8,896.01

Principal reasons for overruns (Continue on reverse side): The basic overrun was the Price Agreement for preparing roadbed for surfacing. This work was required to bring the areas to be paved into a condition suitable for paving and to a condition in keeping with the intent of the plan and typical section. This additional work was necessary to complete originally scheduled program that National Guard Unit had started and not had time to complete.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by K.D. Wolfe — K.D. Wolfe, Resident Engineer

Confirmed by _____ Regional Engineer

Noted by _____ Construction ~~or Bridge Engineer~~

Noted by _____ Acting Deputy ~~or~~ State Highway Engineer

a 7809

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Silver Falls State Park	WEEK ENDING: Nov. 11, 1972
		SECTION PREFIX: 24-3739
	HIGHWAY: - - - -	COUNTY: Marion
NAME OF JOB: Silver Falls State Park	KIND OF WORK: Paving	
CONTRACTOR: N. Santiam Sand & Gravel, Inc.	CONTRACT NUMBER: 7809	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 4, 1972	DATE WORK STARTED: Sept. 25, 1972	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 30	CALENDAR DAYS USED: 37
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 123
PROJECT AUTHORIZATION: $ 52,979.15		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 48,352.15	ENGINEERING AUTHORIZATION: $ 4,627.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 57,613.82	ENGINEERING COST TO DATE: $ 4,234.22	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 108.7
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 8.7%	PERCENT OF AUTHORIZATION: 92 %	DATE PROJECT WAS COMPLETED: October 16, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					1.3
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		110 C.Y.			4800 Ton
TOTAL QUANTITIES CORRECTED TO DATE		62 C.Y.			4757 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		62 C.Y.			4757 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair, Cool			
MONDAY	Rain			
TUESDAY	Rain, Cloudy			
WEDNESDAY	Cloudy			
THURSDAY	Cloudy, Rain P.M.			
FRIDAY	Fair, Ptly. Cldy.			
SATURDAY	Fair			

Routing

Kensey — Pease

Bond — Glenn

Walker — Litchfield

Johnson — Berg

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NOV 14 1972
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate submitted to Region 11/10/72.

[illegible] IN THIS FINAL REPORT

SIGNED K. D. Wolfe (Dist Engr) LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
SEP 5 - 1972
FOR FILE

7809

September 1, 1972

North Santiam Sand & Gravel, Inc.
South First
Stayton, Oregon 97383

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7809 for paving in Silver Falls State Park in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Federal Insurance Company
Bonding Department
1400 Plaza 600
6th & Stewart Street
Seattle, Washington 98101

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
Ken Wolfe
David Talbot

RECEIVED
AUG 11 1972
FOR FILING

7809

August 8, 1972

North Santiam Sand and Gravel, Inc.
Box A
Stayton, Oregon 97383

Gentlemen:

The State Highway Commission on August 4 awarded to you State Highway Contract No. 7809 in the amount of $46,070 for paving in Silver Falls State Park in Marion County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc C. T. Keaney
Walt Hart
David Talbot
J. B. Boyd
Ken Wolfe

GAME COMMISSION
7809
OFFICE OF THE DIRECTOR
P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

RECEIVED
JUL 5 - 1972

Hall
A. Olson
Terpin
Scott
Swenson
H. Olson

RECEIVED
JUN 28 1972
DESIGN
SECTION

Requires Reply
Requires Approval
Return
Bring
Other

June 27, 1972

cc's sent 6-29-72:

E. S. Hunter
L. H. Young
W. J. Hart (2)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (2)
J. B. Boyd (4)

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

This is in reply to your letter of June 13, 1972, relative to the following proposed projects:

1. Silver Falls State Park
   Marion County

2. E. Beaver Creek (Park) Bridge Section
   E. Beaver Creek Road, Tillamook County

There will be no problem with the State Park project as far as wildlife protection is concerned.

On the East Beaver Creek Bridge Section, we will concur with the comments of the Fish Commission of Oregon. This project was investigated jointly and they indicated that they would submit recommendations.

Very truly yours,

R. O. Koski
Fishery Staff Specialist

NOTED
E. S. HUNTER

RECEIVED
JUN 29 1972
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:js

cc: Dir. FCO

JUN 14 1972

FISH COMMISSION

Director
Asst.
Biologist
Secretary
Carnegie
Supervisor

OREGON STATE HIGHWAY DIVISION

7609

June 13, 1972

Mr. Thomas E. Kruse
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

cc: 6/20/72
E.S. Hunter
L.H. Young
W. J. Hart (2)
C.G. Swenson
W. H. Tebeau
F. E. Terpin (2)
J. B. Boyd (4)

Gentlemen:

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, herewith are preliminary plans for the following projects scheduled for contract letting July 27-28, 1972.

1. Silver Falls State Park
   Marion County

2. E. Beaver Creek (Park) Bridge Section
   E. Beaver Creek Road
   Tillamook County

Your special attention and recommendations will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

Frank L. Hall
Design Engineer

NOTED
E. S. HUNTER

S.N.R. 6-16-72

Dear Frank,

Our area biologists have reviewed these proposals + anticipate no fishery conflicts. #2 system has anadromous fish thru passage reqm'ts. Of course, water quality stds should be maintained.

Burt

Encl.

cc: OGC

Hall
A. Olsen
Terpin
Scott
Swenson
JUN 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 19 1972
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

7810 E. Beaver Cr. (Park) Br. Sec. of E. 1972
Beaver Cr. Co. Rd. south of Tillamook
(Grad., surf., & struct.)

C.A 4518 7-31-72

NL-C C

EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF EMERGENCY PREPAREDNESS

REPORT OF FINAL COMPLETED WORK INSPECTION

(Under Public Law 606, 91st Congress)

DISTRIBUTION - Send two completed copies to OEP regional office and one completed copy to State

TO:
OFFICE OF EMERGENCY PREPAREDNESS
REGION 10

FROM (Agency and/or Bureau and Location)
U. S. Department of Transportation
Federal Highway Administration
Oregon Division
Box 300, Salem, Oregon

7810

1. APPLICANT
State Highway Division

2. DATE OF THIS REPORT
5/29/73

3. PROJECT APPLICATION NO.
OEP- 319 DR- 10(T-2)

4. DATE OF INITIAL DAMAGE SURVEY
1/25/72

5. ORIGINAL ESTIMATED COST
$58,000.00

6. WORK ACCOMPLISHED BY
[X] a. Contract [ ] b. Force Account

7. INSPECTION MADE BY (Names and titles of inspecting officials)
P. V. Riedl, Area Engineer
Chet Anderson, Resident Engineer OSHD

8. a. DATE OF FINAL INSPECTION
1/4/73
b. IS ACTIVITY IN OPERATION?
[ ] YES [X] NO

9. WORK CATEGORY AND ITEM NO.(S). (Identify individual items of work per category which have been completed in accordance with the approved project application and the completion date for each.)

Item 2
Category C
Completed 12/20/72

RECEIVED
COUNTY & CITY SECTION
MAY 31 1973
ENGR. DOOR. CE LE UE
UPE CE RE RPE

10. REMARKS (Explain all deviations or omissions from approved work. Use additional sheets if necessary)

The project is located on the East Beaver Creek (Park) Bridge Section of the East Beaver Creek Road approximately 15 miles south of Tillamook in Tillamook County. Repair work consisted of replacing the structure with a 24' x 60' concrete slab span bridge with approximately 600 feet of roadway grading and surfacing.

The State Highway Division administered the work on a contract basis with Ross Bros. Construction, Inc., 3501 Brooklake Road N, Salem, Oregon, for a contract amount of $59,715.00. Final contract costs were $60,645.19; there was also flagging, temp. erosion control, seeding and mulching and contingencies for a cost of $3,523.18. Engineering costs were $6,354.81.

(more)

CERTIFICATION

THE ABOVE ITEM(S) IN THE PROJECT APPLICATION FOR THE CATEGORY OF WORK SHOWN HAS BEEN VISUALLY INSPECTED AND CERTIFICATION IS HEREBY MADE THAT THE WORK HAS BEEN COMPLETED AS APPROVED THEREIN, EXCEPT AS NOTED ABOVE.

STATE INSPECTING OFFICIAL (Signature and title)	DATE
P. V. Riedl, Area Engineer, FHWA	5/30/73
LOCAL INSPECTING OFFICIAL (Signature and title)	DATE

FEDERAL AGENCY CONCURRENCE

REVIEWING OFFICIAL (Signature)	TITLE
G. K. Hossner	District Engineer
NAME OF AGENCY (IF FEDERAL INSPECTOR NOT PRESENT DURING FINAL INSPECTION PLEASE EXPLAIN)	DATE
	5/30/73

Form OEP 165
February 1971

GPO 915.59

The work was satisfactorily completed nn December 20, 1972 using 120 of the allowable 120 calendar days.

The contract amount overran slightly (1.4%). There were minor overruns in each item but none were of major consequence. A copy of these overruns and underruns is attached for review.

The work performed is considered complete and acceptable.

Attachment

STATEMENT OF OVERRUNS AND UNDERRUNS
East Beaver Creek Park Bridge Section
East Beaver Creek Road
Tillamook County
Contract #7310 Prefix 29-7932-07

ORIGINAL		FINAL			
Contract Amount	$59,715.00	Contract Amount	$60,526.79	Overrun	1.4%
Anticipated Items	$800.00	Anticipated Items(Est)	-0-	Underrun	100%
Contingencies	$2,723.18	Contingencies	$160.00	Underrun	94.2%
Engineering	$6,051.50	Engineering (Est)	$6,000.00	Underrun	1.0%
Total Authorized	$69,289.68	Total Final Cost	$66,686.79		

Item No. 1. Clearing and Grubbing — Specified: All; Final: 100%

2. General Excavation — Specified: 2,700 C.Y.; Final: 2,939.5 C.Y.; Overrun: 8.9%
Grade at station 14+50 raised slightly to provide minimum cover over (2) 36" pipes. An excavation quantity larger than originally planned was there-for needed to complete this fill.

3. Extra for Selected Subgrade Material — Specified: 600.0 C.Y.; Final: 533.16 C.Y.; Underrun: 11.2%
Initial extimate of material needed was based on truck measure, the project quantity is based on in place measurement and is therefore less than original estimate.

4. Trench Excavation — Specified: 40.0C.Y.; Final: 73.63 C.Y.; Overrun: 84%
Soft material in fill removed under trench excavation item, there-by overrunning estimated quantity.

5. ¾-0 Aggregate Base — Specified: 300.00 C.Y.; Final: 356.00 C.Y.; Overrun: 56.00 C.Y.
To eliminate areas of pumping in fill, soft material was replaced by ¾-0 aggregate, resulting in an overrun of the quantity.

6. 36" culvert pipe — Specified: 120.0 lin. ft.; Final: 128.0 lin. ft.; Overrun: 6.7%
Pipe extended a few feet beyond fill to allow for future placement of large rock around inlet and outlet ends.

7. Bedding Material — Specified: 14.0 C.Y.
Extra bedding material needed for use of longer than anticipated culvert pipes.

8. Guard Rail, Type 2A Net quantity installed as called for in plans.	Specified Final Underrun	225 Lin. Ft. 206 Lin. Ft. 8.4%
9. Extra for Guard Rail Bridge Connections	Specified Final	4 each 4 each
10. Loose Rip-Rap, Class 2000	Specified Final Overrun	380. C.Y. 383.6 C.Y. 0.9%
11. Bridge Removal Work	Specified Final	All 100%
12. Structure Excavation	Specified Final Underrun	40.0 C.Y. 38.5 C.Y. 3.7%
13. Furnish 4P 12x53 Steel Piling	Specified Final	240 Lin. Ft. 240 Lin. Ft.
14. Drive Steel Piles	Specified Final	8 each 8 each
15. Class "A" Concrete	Specified Final	All 100%
16. 4x55'/60' Prestressed Slabs	Specified Final	6 each 6 each
17. Reinforcement	Specified Final	All 100%
18. Metal Rail	Specified Final	163.0 Lin. Ft. 163.0 Lin. Ft.

AN TICIPATED ITEMS

Flagging	Authorized Final	$200.00 -0-
Temp. Erosion Control	Authorized Final	$500.00 -0-
Seeding and Mulching	Authorized Final	$100.00 -0-

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
OEP-319-10(T-2)	Tillamook	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Construction of channel change, roadbed grading and aggregate base.
Construction of E. Beaver Cr. (Park) Bridge, length 60 ft., roadway width 22 ft.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Ross Bros. Construction, Inc.	$ 59,715.00

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* R. D. Adams

TITLE Asst Office Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED *(Width _____ feet)*			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH *(Miles)*	BASE SURFACING WIDTH *(Feet)*	TYPE CODE NUMBER	NET LENGTH *(Miles)*

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION

12. IN COMPANY WITH

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE		16. SIGNATURE	
14. TITLE	15. DATE	17. TITLE	18. DATE

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

OREGON STATE
HIGHWAY DIVISION
MATERIALS SECTION
SALEM, OREGON 97310

May 7, 1973

Mr. Glenn Green
Division Engineer
Federal Highway Administration
477 Cottage Street, NE
Salem, Oregon 97301

Dear Sir:

East Beaver Cr. (Park) Br.
Project No. OEP-319-10(T-2)
Contract No. 7810

This is to certify that:

1. All of the materials used on the above project were in reasonably close conformity to pertinent specification requirements of the contract as indicated by the test results obtained on job control samples. All of the materials were properly covered by samples tested and accepted in accordance with the State's established policies and procedures.

Appropriate reports covering tests or certification as to conformity with specifications of materials used on the project are on file by project number in the State Laboratory at Salem, Oregon.

Very truly yours,

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:sb

RECEIVED
MAY 8 1973
OFFICE ENGINEERING SECTION

East Beaver Cr. (Park) Br.
Project No. DEP-319-10(T-2)
Contract No. 7810

Paragraph #2

Due to the small quantities of the items used on this project Record Samples were not submitted for testing. A final project Field Inspection Report has been furnished by the Region documenting visual inspection in lieu of record sampling.

7810

February 21, 1973

General Insurance Company of America
Portland Service Office
1500 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

On February 16, 1973, we wrote to you concerning release of final payment on Contract No. 7810 awarded to Rees Bros. Construction, Inc., for work on the East Beaver Creek (Park) Bridge Section of the East Beaver Creek Road in Tillamook County.

Final payment on this contract is $3,032.16 and the total contract amount is $60,645.19. No work was performed under force account.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Rees Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, Oregon 97303

bc C. T. Kossey
Walt Hart
V. E. Skoog
Attn: Dick Hacak
C. O. Fredricksen

7810

February 14, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7310 Work Completed December 20, 1972

Project East Beaver Creek (Park) Bridge

Highway East Beaver Creek Road County Tillamook

Type of Work Grading, Surfacing and Structure

Contractor Ross Bros. Construction, Inc.

Recommended Acceptance Date February 13, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on March 6, 1973 for your formal concurrence.

VG:dg

cc C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart
R. S. Coulter

7810

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: East Beaver Cree k (Park) Bridge		WEEK ENDING: 1/27/73
		SECTION PREFIX: 29-7982-07
HIGHWAY: East Beaver Creek Rd.		COUNTY: Tillamook
NAME OF JOB: East Beaver Cr eek (Park) Bridge	KIND OF WORK: Structure, Grading, Surfacing	
CONTRACTOR: Ross Bros. Constr. Inc.	CONTRACT NUMBER: 7810	FEDERAL AID PROJECT NUMBER: OEP-319910-(T-2)
DATE OF CONTRACT: 8/8/72	DATE WORK STARTED: 8/28/72	ESTIMATED COMPLETION DATE: 12/20/72
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 120	CALENDAR DAYS USED 120
PROJECT AUTHORIZATION: $ 69,289.68	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 63,238.18	ENGINEERING AUTHORIZATION $ 6,057.30	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 60,530.00	ENGINEERING COST TO DATE $ 6,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 4 %	PERCENT OF AUTHORIZATION 100%	DATE PROJECT WAS COMPLETED: 12/20/72

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.13	0.13			
MILES PARTIALLY COMPLETED	-	-			
MILES COMPLETED	0.13	0.13			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,300 cy	300 cy			
TOTAL QUANTITIES CORRECTED TO DATE	3,460 cy	350 cy			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,460 cy	350 cy			
AVERAGE DAILY QUANTITIES	-	-			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-			
NUMBER OF SHIFTS PER DAY	-	-			
HOURS PER SHIFT	-	-			

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	11464							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	P. cloudy			
TUESDAY	P. cloudy			
WEDNESDAY	Rain show.			
THURSDAY	Rain show.			
FRIDAY	Clear- cool			
SATURDAY				

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JAN 29 1973
CONSTRUCTION SECTION

Pouse
Glenn
Litchfield
Bard
Johnson
HANFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activy
TUESDAY	No actibity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	Final paper work items on project submitted
SATURDAY	

REMARKS

This is the final weekly report.

SIGNED C Anderson LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F275

29-7982-07

REGION 2 ENGINEER
RECEIVED
JAN 23 1973
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

BOARD OF COMMISSIONERS
R. F. BRENNAN
F. E. KNIGHT
CHAS. D. BAILEY

TILLAMOOK COUNTY BOARD OF COMMISSIONERS
P. O. Box 266
TILLAMOOK, OREGON 97141

720

January 19, 1973

Mr. J. B. Boyd
Regional Engineer
State Highway Building
Salem, Oregon 97310

Dear Mr. Boyd: SUBJECT: East Beaver Creek Project

Several days ago in the company of Chet Anderson, resident engineer, Roadmaster Jesse Tibbetts, Commissioner Knight and I inspected the East Beaver Creek project constructed under the disaster program by the State Highway Division. We hereby accept the project. We realize there is some additional necessary rip rapping, but we will assume the responsibility of assuming this task.

We wish to thank you for the fine cooperation we have had on this project.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Chas D Bailey
Chairman

F. E. Knight
Commissioner

cc: County-City
Programing
Construction
Secretary ✓

NOTED
C. W. HEAD

PL 606
Bill C.

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

Project Name East Beaver Creek (Park) Bridge Contract No. 7810

Highway East Beaver Creek Road Prefix No. 29-7982-07

County Tillamook F.A. No. OEP-319-10-(T-2)

Final inspection made on 12-28-72 By Gerald Wimer

in company with Bryant Jackmond, Jack Davis, Larry Vallard, Clarence Veek, and Roy Ross. Chet Anderson inspected 1-9-73 with Commissioners Charles Bailey, and F.E. Knight and Jess Tibbetts.

CHECK LIST

Date			
12-21-72	Construction signs removed	Wasn't changed for this project.	Opened to traffic
Was none	Salem Office notified to rescind construction speed zone	With semi-final	Regional Materials Certification submitted
12-21-72	Contractor removed equipment from project		
1-2-73	Roadside cleanup completed		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Good Looking project. Minor rip-rap and clean-up needed. These were completed 1-2-73 except for the rip-rap which Tom Lowe wouldn't approve.

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COUNTY & CITY SECTION
FEB 8 - 1973
ENGR. COOR. DE AE UE
UPE CE RE RPE

All contract work on this project has been completed and recommendation is made for acceptance on 12-20-72. The semi-final has been submitted.

cc: Const. Engineer - C. T. Keasey
Bridge Engineer - W. Hart
Maint. Engineer - Dave Moehring
Co.-City Eng. - H. S. Cox
Reg. Engineer - Chuck Fredrickson
Res. Engineer - Chet Anderson
Dist. Engineer - Eldon Everton
Hebo District Eng - Wendal Jones

Copies sent to all named

ORIGINAL SIGNED BY GERALD WIMER
(Signed)

Reg. Const. Engr.
(Title)

PL 606 29-7982-07
Bill C

BOARD OF COMMISSIONERS
R. F. BRENNAN
F. E. KNIGHT
CHAS. D. BAILEY

REGION 2 ENGINEER
RECEIVED
JAN 23 1973
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

TILLAMOOK COUNTY BOARD OF COMMISSIONERS

P. O. Box 266
TILLAMOOK, OREGON 97141

OEP-319-10 (T-2)

January 19, 1973

Mr. J. B. Boyd
Regional Engineer
State Highway Building
Salem, Oregon 97310

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We wish to thank you for the fine cooperation we have had on this project.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Chas D Bailey
Chairman

F. E. Knight
Commissioner

cc: County - City ✓
Programing
Construction
Secretary
Chet Anderson

RECEIVED
COUNTY & CITY SECTION
JAN 25 1973
✓ ENGR. ✓ COOR. ✓ UE ✓ AE ✓ UE
✓ UPE ✓ CE R RE ✓ RPE

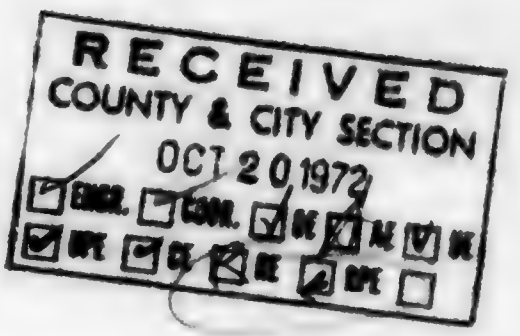
PL606

Box 300
Salem OR 97308

October 19, 1972

10-35-DR/409.2

Mr. William H. Mayer, Regional Director
Office of Emergency Preparedness
Room M-16 Arcade Building
1319 Second Avenue
Seattle WA 98101



Attention: Mr. Ray Willman

Dear Mr. Mayer:

Subject: Disaster Contract OEP-319-DR 10
Tillamook County-Trask River Road-Joe Bixby Bridge
Presidential Declaration 1-21-72
Federal Highway Administration

Enclosed are the original and one copy of revised Damage Survey Reports for the Trask River Road and the Joe Bixby Bridge, both in Tillamook County, Oregon. The above revisions are submitted to update the current status of these projects.

In addition a Damage Survey Report is being submitted for the Oregon State Highway Division to cover their costs for engineering services in connection with the subject projects.

Please advise if there is any further information that you need for your review.

Sincerely yours,
Original signed by
G. K. Hossner
Dist. Engineer
G. L. Orsen
Acting Division Engineer

Enclosure

cc:
H. Latham, Emerg. Services Salem
T. Skelton, Disaster Coord.,Tillamook
OSHD (Cox)
Region (10-00.343)
McCarry

JM:bk

OFFICE OF EMERGENCY PLANNING
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT

(Under Public Law 875, 81st Congress, as amended)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.)		2. DISASTER DECLARATION DATE
3. STATE	4. COUNTY	5. INSPECTION DATE
		7. MAP OR PHOTO REFERENCE NO.

6. WORK CATEGORY (SEE DEFINITIONS)

a. TYPE (Check)	b. ITEM NO.	c. TOTAL ITEMS
☐ A ☐ B ☐ C ☐ D ☐ E ☐ F		

8. WORK TO BE ACCOMPLISHED BY: ☐ a. Contract ☐ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES

10. PERCENTAGE OF WORK COMPLETED TO DATE

11. DESCRIPTION OF DAMAGE

12. PROPOSED EMERGENCY WORK

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
		TOTAL ESTIMATED COST		11,302.75

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COUNTY & CITY SECTION
OCT 20 1972
☑ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☐ HPE ☑ TE ☐ RE ☐ RPE ☐

14. INSURANCE COVERAGE ☐ YES ☐ NO ☐ AMOUNT

15. FINDINGS

☐ a. ELIGIBLE ☐ b. INELIGIBLE (Explain Separately)	c. FEDERAL INSPECTOR (Signature & Agency Name)	d. DATE

16. CONCURRENCES

	c. STATE INSPECTOR (Signature)	d. AGENCY OR OFFICE	e. DATE
☐ a. YES ☐ b. NO			
☐ a. YES ☐ b. NO	c. REPRESENTATIVE OF APPLICANT (Signature)		d. DATE

Form OEP 164
February 1969

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN HANDBOOK FOR FEDERAL AGENCY INSPECTORS, OEP CIRCULAR 4000.6

OFFICE OF EMERGENCY PLANNING
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT

(Under Public Law 875, 81st Congress, as amended)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.)

2. DISASTER DECLARATION DATE

3. STATE

4. COUNTY

5. INSPECTION DATE

6. WORK CATEGORY (SEE DEFINITIONS)

a. TYPE (Check) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F

b. ITEM NO. No. 2

c. TOTAL ITEMS

7. MAP OR PHOTO REFERENCE NO.

8. WORK TO BE ACCOMPLISHED BY: ☐ a. Contract ☐ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES

10. PERCENTAGE OF WORK COMPLETED TO DATE

11. DESCRIPTION OF DAMAGE

12. PROPOSED EMERGENCY WORK

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
		TOTAL ESTIMATED COST		

RECEIVED
COUNTY & CITY SECTION
OCT 20 1972
ENGR. ☐ COOR. ☐ QE ☐ AE ☐ UE
APE ☐ CE ☑ RE ☐ RPE ☐

14. INSURANCE COVERAGE ☐ YES ☐ NO ☐ AMOUNT

15. FINDINGS

a. ELIGIBLE ☐ b. INELIGIBLE (Explain Separately)	c. FEDERAL INSPECTOR (Signature & Agency Name)	d. DATE
☐		

16. CONCURRENCES

	c. STATE INSPECTOR (Signature)	d. AGENCY OR OFFICE	e. DATE
☐ a. YES ☐ b. NO			
☐ a. YES ☐ b. NO	c. REPRESENTATIVE OF APPLICANT (Signature)		d. DATE

Form OEP 164
February 1969

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN HANDBOOK FOR FEDERAL AGENCY INSPECTORS, OEP CIRCULAR 4000.6

OFFICE OF EMERGENCY PLANNING
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT

(Under Public Law 875, 81st Congress, as amended)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.)

2. DISASTER DECLARATION DATE

3. STATE

4. COUNTY

5. INSPECTION DATE

6. WORK CATEGORY (SEE DEFINITIONS)

a. TYPE (Check) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F

b. ITEM NO.

c. TOTAL ITEMS

7. MAP OR PHOTO REFERENCE NO.

8. WORK TO BE ACCOMPLISHED BY: ☐ a. Contract ☐ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES

10. PERCENTAGE OF WORK COMPLETED TO DATE

11. DESCRIPTION OF DAMAGE

12. PROPOSED EMERGENCY WORK

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
		TOTAL ESTIMATED COST		

RECEIVED
COUNTY & CITY SECTION
OCT 2 0 1972
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UC
☐ DPE ☑ CE ☐ RE ☐ DPE ☐

14. INSURANCE COVERAGE ☐ YES ☐ NO ☐ AMOUNT

15. FINDINGS

☐ a. ELIGIBLE ☐ b. INELIGIBLE (Explain Separately)	c. FEDERAL INSPECTOR (Signature & Agency Name)	d. DATE

16. CONCURRENCES

	c. STATE INSPECTOR (Signature)	d. AGENCY OR OFFICE	e. DATE
☐ a. YES ☐ b. NO			
☐ a. YES ☐ b. NO	c. REPRESENTATIVE OF APPLICANT (Signature)		d. DATE

Form OEP 164
February 1969

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN HANDBOOK FOR FEDERAL AGENCY INSPECTORS, OEP CIRCULAR 4000.6

RECEIVED
SEP 8 - 1972

7810

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer ~~H. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE September 7, 1972

Federal-aid Project
No. OKP-319-10(7-2)

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Notification Contract Work Started**

Contract 7810, Work Started August 28, 1972

Project East Beaver Creek (Park) Bridge

Highway East Beaver Creek Road

County Tillamook

VG:bb

RECEIVED
AUG 22 1972
FOR FILING

7810

August 21, 1972

Ross Bros. Construction, Inc.
3501 Brooklake Road, North
Salem, Oregon 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7810 for work on the East Beaver Creek (Park) Bridge Section on the East Beaver Creek Road in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
Chet Anderson

RECEIVED
AUG FILING
7810

Salem, Oregon

August 10, 1972

Chet Anderson, Resident Engineer

L. H. Young, Programing Engineer
Contract 7810
(Bid Item 13
Furnish Steel Piling)

Please note this bid item has been set up for both participating and non-participating quantities.

The extent of FHWA participation will be only the piling length actually incorporated in the work. The difference between the total order length and the length actually incorporated in the work will be nonparticipating.

PAY ESTIMATE PROCEDURE (Bid Item 13)

Prior to Semifinal Submission

1. On progress estimates enter all quantities as participating.

Semifinal Estimate

1. Adjust the participating quantity to the total length actually incorporated in the work.

2. Enter the difference (order length - length actually incorporated in the work) as non-participating.

A tabulation of the piling actually incorporated in the work should be submitted with the semifinal data.

VG:kds

cc: A. E. Johnson
W. J. Hart
J. B. Boyd

RECEIVED
AUG 1 1972
FOR [illegible]

7810

August 8, 1972

Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, Oregon 97303

Gentlemen:

The State Highway Commission on August 4 accepted your proposal for the E. Beaver Creek (Park) Bridge Section of the E. Beaver Creek County Road in Tillamook County for the sum of $59,715 and referred it to the Administrator of Highways with authority to award the contract as soon as Tillamook County, the Office of Emergency Planning and the Federal Highway Administration approve the project.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7810.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

C. T. Keasey
Walt Hart
J. B. Boyd
Chat Anderson
Wm. Geibel (SAIF)

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 31, 1972

Board of County Commissioners
Tillamook County
Courthouse
Tillamook, Oregon 97141

CYA 4518

Attention: June Wagner
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering Park Bridge Section of East Beaver Creek Road in Tillamook County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Attachment

bc H. S. Cox (Agree. att.) ✓

Dist
8/2/72
HSC

RECEIVED
COUNTY & CITY SECTION
JUL 31 1972
☐ ENGR. ☑ COOR. ☑ DE ☐ AE ☑ WE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

July 12, 1972

Board of Commissioners
Tillamook County Courthouse
Tillamook, Oregon 97141

Gentlemen:

Enclosed are two copies of an agreement in connection with the E. Beaver Creek (Park) Bridge Section, E. Beaver Creek Road. This is an O.E.P. financed project under P.L. 606.

If satisfactory, please sign, have the County Clerk attest with seal, and return both signed copies to this office. After certification by the Highway Commission Secretary, a fully executed copy of the agreement will be returned for the County's records.

It is presently planned to accept bids on this project at the July 27, 1972 letting.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

Revised agreements Sent 7/14/72 bz

HR:ljt

Encl.

ENGR. ✓ COOR. OE AE UE
UPE CE RE PPE

RECEIVED

FISH
COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

RECEIVED
JUL 11 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
EDW. G. HUFFSCHMIDT
Vice Chairman
McKEE A. SMITH
Member
THOMAS E. KRUSE
State Fisheries Director

July 5, 1972

CC's sent July 11, 1972 to:

E. S. Hunter
L. H. Young
W. J. Hart (2)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (2)
J. B. Boyd (4)

Mr. George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

Attention Frank L. Hall

Dear Mr. Baldwin:

Our Area Resource Manager Ed Cummings has reviewed the following projects in the field with Mr. Dave Heckeroth, OGC and Loren Weber, OSHD.

East Beaver Creek (Park) Bridge Section, East Beaver Creek Road, Tillamook County

NOTED
E. S. HUNTER

M.P. 10.9 to M.P. 12.4 Section Co. Road (Trask River)
Tillamook County

The following comments reflect Mr. Cummings' and Mr. Heckeroth's recommendations to safeguard the fishery resource. Also, the comments have been discussed with Mr. Koski, OGC and the OGC concurrence.

Regarding Beaver Creek, all work in the stream should be completed by October 1. Other fishery suggestions have been included in the design layout.

On the Trask River storm damage proposal, the cut banks and exposed fill areas should be seeded to minimize erosion and turbidity. A blasting permit will be required for blasting in the stream bed. Work in the stream should be completed by September 15 as there are both spring and fall chinook using this stretch of stream.

George M. Baldwin
Z
July 5, 1972

The project is approved as proposed and discussed with Mr. Weber. The opportunity to review this proposal is appreciated.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc OGC
Heckeroth

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 11 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Dill Co

MEMO OF CALL OR VISIT

TO: Jerry

SECTION | DATE: 6-30 | TIME: 8:05 A.M. P.M.

NAME, ORGANIZATION OF CALLER

Chet Anderson

ACTION

☒ TELEPHONED ☐ VISITED OFFICE ☐ RETURNED YOUR CALL

☐ RADIO'D

☐ REQUESTED YOU CALL HIM AT _____ ☐ _____

☐ WILL VISIT OFFICE AGAIN AT _____ A.M. P.M. ON _____

MESSAGE

Jess Tibbitts does not object to 22ft. wide structure at Beaver Creek.

SER

SIGNATURE

FORM E-361 30M

cc Jon Wallace
cc W. S. Cox

RECEIVED
COUNTY & CITY SECTION
JUL 5 - 1972
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Note – Wallace says 40' Channel (6-28-72

GAME COMMISSION
7810
OFFICE OF THE DIRECTOR
P.O. BOX 350 - 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

Hall
A. Olson
Terpin
Scott
Swenson
L. Olson
RECEIVED
JUN 28 1972
DESIGN SECTION
Acquire Reply
Require Approval
Prepare
Distribute
Return
Bring Up
Other

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

June 27, 1972

cc's sent 6-29-72:

E. S. Hunter
L. H. Young
W. J. Hart (2)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (2)
J. B. Boyd (4)

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

This is in reply to your letter of June 13, 1972, relative to the following proposed projects:

1. Silver Falls State Park
   Marion County

2. E. Beaver Creek (Park) Bridge Section
   E. Beaver Creek Road, Tillamook County

There will be no problem with the State Park project as far as wildlife protection is concerned.

On the East Beaver Creek Bridge Section, we will concur with the comments of the Fish Commission of Oregon. This project was investigated jointly and they indicated that they would submit recommendations.

Very truly yours,

R. O. Koski
Fishery Staff Specialist

NOTED
E. S. HUNTER

RECEIVED
JUN 29 1972
STATE OF
ENGINEER

ROK:js

cc: Dir. FCO

ER-606
Copy to — John Oaks
R N Chase
C G Swanson
J B Boyd

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

6-21-72

SUBJECT: ~~Federal-Aid~~ O.E.P. Project No. 319-10

Highway No. E. Beaver Creek Road

Project Name Park Bridge
P.L. 606, January, 1972 Storm Damage

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to ~~Federal-aid~~ O.E.P. project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to ~~Federal-aid~~ O.E.P. project have been authorized by permit, franchise, or other approved procedure.

Signed at Tillamook, Oregon,

this 21st day of June, 1972.

RECEIVED
COUNTY & CITY SECTION
JUN 2[illegible] 1972
ENGR. COOR. AE UE
UPE CE RE RPE

Tillamook County

G. F. Brennan
Chairman

F. E. Knight
Commissioner

Chas D Bailey
Commissioner

(5/12/70)

OREGON STATE
HIGHWAY DIVISION

7810

JUN 14 1972
FISH COMMISSION
Director
Asst.
Fiscal
Comm.
Info.
Personnel
Research
Salmon
Trout
Warm Water
Shellfish
Hatcheries
Camp
Salmon River

June 13, 1972

Mr. Thomas E. Kruse
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

cc: 6/20/72
E.S. Hunter
L.H. Young
W. J. Hart (2)
C.G. Swenson
W. H. Tebeau
F. E. Terpin (2)
J. B. Boyd (4)

Gentlemen:

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, herewith are preliminary plans for the following projects scheduled for contract letting July 27-28, 1972.

1. Silver Falls State Park
   Marion County

2. E. Beaver Creek (Park) Bridge Section
   E. Beaver Creek Road
   Tillamook County

Your special attention and recommendations will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

Frank L. Hall

Frank L. Hall
Design Engineer

Encl.

NOTED
E. S. HUNTER

S.N.R. 6-16-72

Dear Frank,

Our area biologists have reviewed these proposals + anticipate no fishery conflicts. #2 system has anadromous fish thru passage reqm. Of course, water quality & stds should be maintained.

Burt

cc: OGC

Hall
A. Olsen
Terpin
Scott
Swenson
R. Olsen
Boyd

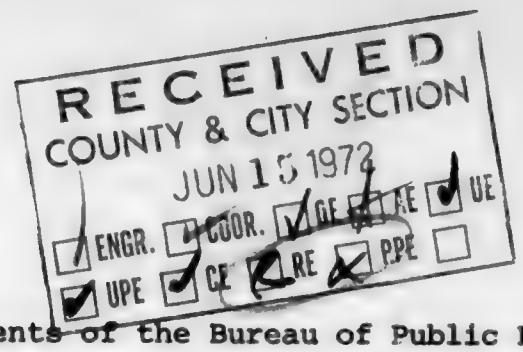
RECEIVED
JUN 19 1972
DESIGN SECTION

STATE HIGHWAY ENGINEER

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

June 9, 1972
(date)

Board of Commissioners
Tillamook County Courthouse
Tillamook, Oregon 97141



In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway E. Beaver Creek Road: (P.L. 606)

Section E. Beaver Creek (Park) Bridge: Grade, Pave, Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

June 14, 1972
(date)

By R. F. Burman

By F. E. Knight
Commissioner

By Chas D Baley
Commissioner

cc: L. H. Young
Attn: Duane Ridings

29-7982-901-04
ER/606

FORM E-30 (REV. 10-67)
RECEIVED
COUNTY & CITY SECTION
MAY 1 1972
ENGR. GEOL. ME LE DE
UPE GE RE RPE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1972

To: Willis Hackleman
RECONNAISSANCE ENGINEER

SUBJECT: East Beaver Creek Bridge Section
Tillamook County
PL 606 Project

The six items in Bridge Administration Engineer R. W. Ellison's attached April 26, 1972 letter concerning the East Beaver Creek Project have been reviewed with Bridge Field Engineer Al Rear on April 28 and with FHWA Area Engineers Tom Low and Paul Riedl on May 4. All are agreed we can proceed on the following basis:

1. Grade Change

   There is no objection to a sag in the grade. In fact it would be desirable in an extreme flood condition. It would also reduce quantities. A grade maintaining more structure clearance then Ellison's suggested blue line is shown in green in the return print. It should be used.

2. Bridge ABUTMENTS

   This is a bridge decision. It would shorten the structure.

3. Riprap

   The amount of riprap can be reduced by shortening the upstream channel change to end in the vicinity of station 4. The top elevation of the riprap through the upstream portion of the riprap should not be higher than the sag in the roadway grade plus an allowance for stream gradient.

4. Enbankment Riprap

   The expense is not warranted to riprap the downstream face of the overflow section. Hopefully no overflow will occur except in an extreme disaster condition. If this occurred, the lesser expense would be to simply fill in the washout.

5. Triangular Shaped Drift Catchers

   Such an obstruction in the stream would not only catch the debris in an extreme runoff but also the ordinary debris that it would be preferable to pass under the structure. The more desirable method would be to build a structure that could withstand a heavy debris buildup in case this ever occurred again.

6. Channeling Dike

This item is in effect covered under item 3.

Please have the mentioned changes made in your office or the Design Section. Funds are not available on the field portion of the survey authorization. Three previous authorizations have been expended. So if the charges are to be made against the field portion, a fourth authorization will be necessary and should be initiated by your office.

Original signed by, Gerald Wimer
Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW:rps

cc: R. W. Ellison
Loren Weber
Hal Reynoldson

ER-606
Till Co

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 26, 1972

TO Mr. Victor Wolfe
Location Engineer
B U I L D I N G
Attention: Pete Carstensen

FROM R. W. Ellison
Bridge Administration Engineer

RECEIVED
COUNTY & CITY SECTION
APR 27 1972
☑ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ ME
☐ UPE ☐ CE ☐ NE ☐ RPE

SUBJECT East Beaver Creek Bridge Section
Tillamook County
P.L. 606, OEP 319-10

The vicinity map furnished by Loren Weber was reviewed by Al Rear and Bob Pillsbury (Federal Highway Administration). Enclosed is a copy of the inspection report, a print of the vicinity map with the revised grade line shown in blue, and the field survey material for this project.

In order to bring the cost of the project down to a figure acceptable to the Federal Highway Administration the following changes are also recommended.

Use a 50 ft. span and 24 ft. roadway for a structure on vertical abutments. Approximate cost would be $29,000 plus engineering and contingencies.

Use riprap only as required to protect the structure. The vicinity map shows riprap upstream to Station 6. There is no need to go any further than Station 4.

Use no riprap on the embankments of the overflow section.

Do not construct triangular shaped obstructions in stream to catch drift.

Construct small dike in vicinity of Station 4 after structure is built. This should be just enough to divert stream back to its original channel.

Would you please have the vicinity map revised and return it to the Bridge Section. The quantity summary and cost estimate should also be corrected.

JHW/ag
Attachs.
cc Hal Reynoldson

ER-606

OREGON STATE HIGHWAY DIVISION

East Salem Highway Building.....Salem, OR...97310

March 31, 1972

Dill Co

RECEIVED
COUNTY & CITY SECTION
APR 3 - 1972
ENGR. COOR. OE AE UE
UPE CE RE PPE

Wendall Jones
DISTRICT RANGER
Hebo District
Siuslaw National Forest

This is changed

Dear Mr. Jones:

East Beaver Creek Road

Attached are four preliminary prints of the proposed road reconstruction to replace the structure at the second crossing of East Beaver Creek. This is on the County Road that runs through National Forest land.

There is a minor amount of relocation necessary to accommodate an adequate structure. This was as discussed on the site Tuesday, March 28, with yourself, your Land Supervisor Frank Olson, Fish Commission Biologist Ed Cummings, Resident Engineer Loren Weber, and myself.

It should clearly be understood that this is a preliminary plan. It is subject to change. It has been changed, since our meeting, to include the burning area. This was as discussed. One other change under consideration is the size of riprap.

Please advise through Mr. Weber, P O Box 804, Astoria, telephone--325-5646, as soon as possible if the agreement between your agency and Tillamook County is such that it can be amended to accommodate the necessary right of way and easement for this project. Also he should be sent the preliminary information for a fire plan. If the agreement can be modified, it should be done so. If not, whatever guidance you can give to expedite a department of transportation easement or whatever method you might elect under the various agreements would appreciated.

Original signed by, Gerald Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

cc Vic Wolfe
M. S. Cox
Loren Weber
Jess Tibbetts

7X10

Form E-114—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report for Surveys Only

Date 3/3, 1972

Job name East Beaver Creek Bridge

Week from 2/27 to 3/4

Mail address P.O. Box 804 Astoria

Highway East Beaver Creek Road

Telegraph or telephone address 325-5646

County Tillamook Job prefix

Express and freight address 705 W. Marine Dr.

General information covering progress of work by party and important developments, instructions from Division Engineer, changes in personnel of party, etc.:

2 men worked a part of the week on the detail map and projection to where we have an "L" line ready to run early next week.

The preliminary field work has been completed.

RECEIVED
MAR 6 1972
LOCATION
SECTION

[illegible] D
G. C. [illegible] NOTED

Signed

BEN GIFFORD

Title Resident Engineer

USE BACK IF ADDITIONAL SPACE IS REQUIRED

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

REPORT ITEMS	TOTAL SURVEY SECTION	UNIT No. 1	UNIT No. 2	UNIT No. 3	UNIT No. 4
Date location project started	2/14/72				
Total mileage of section to be surveyed	0.2				
Miles of preliminary staked	0.2				
Miles of location staked	-				
Per cent of field work complete	75				
Per cent of office work complete	25				
Number of man days worked this week	4				
Total man days worked this project	16				
Salary expense this week	258				
All other expenses this week	-				
Previous total expenditures this survey	607				
Total expenditures including this week	865				
Completed survey will cost about	1,500				
Per mile cost of survey will be about	7,500				
Estimated construction cost	34,000				
Survey will be completed about	3/17/72				

NOTE: THIS BLOCK TO BE USED ONLY IF DEFINITE WORK UNITS HAVE BEEN ESTABLISHED. COMPLETE REPORT ITEMS AS INDICATED BY EXTENDED LINES.

UNIT NAMES

No. 1 .....

No. 2 .....

No. 3 .....

No. 4 .....

Amount authorized for field ~~(306)~~ ..... Unknown

Per cent of authorization expended .....

Anticipated overrun of authorization .....

Date additional authorization submitted .....

7810 ○ ○ 4

Form E-114—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report for Surveys Only

Date 2/25, 1972

Job name East Beaver Creek

Week from 2/20 to 2/26

Mail address P.O. Box 804 Astoria

Highway East Beaver Creek County Road

Telegraph or telephone address 325-5646

County Tillamook Job prefix -

Express and freight address 705 W. Marine Dr.

General information covering progress of work by party and important developments, instructions from Division Engineer, changes in personnel of party, etc.:

I was over this project with Messrs. Cummings and Heckeroth on Tuesday at which time they offered some ideas they would like incorporated into the work, such as leaving as many shade trees as possible, meandering the stream and providing a small water way in the channel for low water periods.

The survey crew completed the preliminary field work on Tuesday.

RECEIVED
FEB 28 1972
LOCATION SECTION

NOTED
G. C. WILLS

CARSTENSEN

Signed

BEN GIFFORD

NOTED
J. D. McCLURE

Title Resident Engineer

USE BACK IF ADDITIONAL SPACE IS REQUIRED

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

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REPORT ITEMS	TOTAL SURVEY SECTION	UNIT No. 1	UNIT No. 2	UNIT No. 3	UNIT No. 4
Date location project started	2/14/72				
Total mileage of section to be surveyed	0.2				
Miles of preliminary staked	0.2				
Miles of location staked	–				
Per cent of field work complete	75				
Per cent of office work complete	0				
Number of man days worked this week	4				
Total man days worked this project	12				
Salary expense this week	162				
All other expenses this week	–				
Previous total expenditures this survey	445				
Total expenditures including this week	607				
Completed survey will cost about	1,500				
Per mile cost of survey will be about	7,500				
Estimated construction cost	34,000				
Survey will be completed about	3/17/71				

NOTE: THIS BLOCK TO BE USED ONLY IF DEFINITE WORK UNITS HAVE BEEN ESTABLISHED. COMPLETE REPORT ITEMS AS INDICATED BY EXTENDED LINES.

UNIT NAMES

No. 1 .....

No. 2 .....

No. 3 .....

No. 4 .....

901

Amount authorized for field (~~000~~) ..... Unknown.

Per cent of authorization expended .....

Anticipated overrun of authorization .....

Date additional authorization submitted .....

7810

Form E-114—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report for Surveys Only

Date February 18, 1972

Job name East Beaver Creek Bridge

Week from 2/13 to 2/19

Mail address P.O. Box 804 Astoria

Highway East Beaver Creek Road

Telegraph or telephone address 325-5646

County Tillamook Job prefix -

Express and freight address 705 W. Marine Dr.

General information covering progress of work by party and important developments, instructions from Division Engineer, changes in personnel of party, etc.:

The crew laid out the "P" line and vicinity map traverses early in the week but the wtaer came up during the latter part such that they were unable to work this project.

I discussed this project briefly with Mr. Lowe who has indicated that we should plan on a 24' bridge at this location.

RECEIVED
FEB 22 1972
LOCATION SECTION

FILED
G.C.

Hook

Signed [signature]

Title Resident Engineer

BEN GIFFORD

USE BACK IF ADDITIONAL SPACE IS REQUIRED

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

REPORT ITEMS	TOTAL SURVEY SECTION	UNIT No. 1	UNIT No. 2	UNIT No. 3	UNIT No. 4
Date location project started	2/14/72				
Total mileage of section to be surveyed	0.2				
Miles of preliminary staked	0.2				
Miles of location staked	-				
Per cent of field work complete	25				
Per cent of office work complete	-				
Number of man days worked this week	8				
Total man days worked this project	8				
Salary expense this week	363				
All other expenses this week	82				
Previous total expenditures this survey	445				
Total expenditures including this week	445				
Completed survey will cost about	1,500				
Per mile cost of survey will be about	7,500				
Estimated construction cost	34,000				
Survey will be completed about	3/20/72				

NOTE: THIS BLOCK TO BE USED ONLY IF DEFINITE WORK UNITS HAVE BEEN ESTABLISHED. COMPLETE REPORT ITEMS AS INDICATED BY EXTENDED LINES.

UNIT NAMES

No. 1 .....

No. 2 .....

No. 3 .....

No. 4 .....

901

Amount authorized for field (90~~2~~) ..... Unknown .....

Per cent of authorization expended .....

Anticipated overrun of authorization .....

Date additional authorization submitted .....

PL 606

East Beaver Creek Bridge
East Beaver Creek Road
Tillamook County

Prefix: 29-7982-901-04

NARRATIVE REPORT

On this project, a solar shot was used to establish true bearings. Coordinates are assumed. Section lines were established by tieing a section line marker between sections 10 & 15 and what scales out to the S.E. Corner of the NW¼ of the NW¼ of the NW¼, Section 15, T3S R9W W.M.. The project is in the SW¼ of Section 10 and a small portion in the NW ¼ of Section 15.

The purpose of the survey was to investigate and locate a new structure to replace an old timber structure which was knocked out in this last winters flooding when high water brought logs and debris downstream which was caught by the old bridge. Continued high water knocked the old bridge askew off its bents, and blocked by the bridge and debris backed up to a point where it broke out of its natural channel and bypassed the old channel to the North where it also washed out approximately 200' of road.

A post flood inspection by Mr. Heckeroth and Cummings of the Oregon State Fish and Game Commissions resulted in their recommending that the river be left in its approximate new locationwith their reasons being 1. it would create a longer channel thereby making an easier grade for the fish to navigate and 2. it would leave as many shade trees as possible.

Our subsequent field inspection and survey resulted in our placing the bridge and channel change in their approximate original locations. The bridge was lengthened from the old span of 38' to the new proposed length of 85'. The grade was computed to give a minimum of 9' clearance from finish grade to the channel change grade with a 3' beam leaving a 6' depth for the channel change, 40' bottom width and 2:1 slopes with 4' thisckness of class 2000 rip rap. The bridge and channel change were located in their original positions because 1. it is the streams' natural waterway, 2. the bridge clearance (as recommended by the Bridge Section with our tentative field information) will give sufficient clearance at expected high water in the channel of 4.5' for logs and debris to clear, 3. while this will result in the loss of several trees beside the proposed channel change, leaving the river in its newly created channel has created an erosion problem around many of the existing trees which will subsequently result in a greater loss and 4. our proposed channel change has not changed the grade of the original bed to any great degree which would adversely affect the fish and a small ditch down the center of the channel changeallows for fish passage during low water periods.

The alignment on the bridge approaches and roadbed replacement were, 1. computed to save all trees possible, 2. the grade was computed such that minimum disturbance of the original streambed has been accomplished and 3. provided a uniform channel Grade. One item brought up and agreed upon by the parties* present was to specify in the contract that no work which would interfere with the water flow in such a manner that it would be spoiled shall be done from Thursday night through Sunday. This is a public relations item as this apparently is a well used fishing stream during the season.

* Meeting of March 28,72: Present were, Mr. Jones Dist. Ranger Siuslaw Nat'l. Forest Land supervisor Frank Olson, Fish Commission Biologist Ed Cummings, Ore. State Hwy. Reg. Const. Engineer Gerald Wimer and myself.

There will be the necessity of some stage construction during the course of the work, probably a detour around the structure which can be by a fill across the old channel down stream. This may be dried up by the installation of the 36 inch culvert we plan to place in the channel as it now exists, thus providing a water way during construction. The detour around the structure would remain in place until the traffic could be routed over the new construction, after which it will be removed and probably spread along the slopes.

Bid items which are included in this project and which may need clairification are as follows:

1. Temporary protection and direction of traffic. - Standard signing will suffice
2. Clearing and grubbing. There will actually be little work to be performed under this item as the work normally done will be performed under item #3. However there will be some light work in preperation of the dike areas and clearing the borrow areas which will be covered later in this report.
3. Obliterate old structure and remove and dispose of log jams. This was computed on an hourly basis for equipment rental and operators, with the thought that this would give us better control of the operation and a basis for estimate purposes.

   An item that came up during the discussion with the Forest Service personnel was that they do not want to allow any one to remove any of the clearing material from the project without their express approval. There may be the necessity of some selective work to remove and stockpile salvageable material for the Forest Service while the remainder will be hauled to a central area where it will be burned. The most probable burning area will be the open area to the North where maximum clearance from the surrounding trees is available. See attached letter from U.S. Forest Service giving their requirements concerning burning regulations.
4. Channel Change and Dike Excavation. - A good share of the roadway and dike fill will be obtained from this source as well the aggregate sub-base material with the latter to be the better grade material from the gravel bars in the channel change area.

   It is not intended to obtain any material from the creek outside of the channel and dike limits as this would likely run afoul of the State Land Board regulations. There may be conditions where the dike lacation will require some sub-excavation to provide a suitable base to set it upon. See also item #7.
5. Rip Rap class 2000. - This is to be used on the channel change and the fill slope protection on the W. bank South of the structure as at high water periods the roadbed is endangered. It is also included on the East bank North of the structure, as insurance in case the dike should develope a breach; giving the roadbed protection from erosion until water can be carried off by the 36 inch CMP and floodwater subsidence.

   A search was made in the vicinity of the work area but no suitable material was found, so we have turned to a source part of which is under lease to the county, this source being located South and West of Cloverdale, a distance of about 15 miles from the project but I have been assured that good suitable material is in abundance here.

   Some discussion was held regarding the possibility that we may want to stockpile a few boulders in the area for later use to create pools and eddys. These would be installed by others if this were done.

6. Construct dike in place. - This is intended as backing for the channel change rip rap to maintain the 6 foot depth in the river channel. This will be extended up stream in such a manner that water which tends to leave the channel up stream will be returned to the new channel.

   Material for this may be obtained from the nearby channel excavation or from a borrow which the Forest Rangers say is available. This borrow is located in an old querry approximately one mile up stream from the site. They tell us it is a sand stone type of material which will be entirely suitable for both the dike and roadway embankment construction.
7. Embankment in place. - As mentioned in item # 4, it is anticipated that the channel change and dike excavation materila will be a source for this. As the quantities are indefinite, and it is not known at this time if all the excavted materila will be suitable, it was decided to have both Bid Items to lessen the possibility of Price Agreements during construction. Unit costs for each item have been lessened to compensate for double payment.
8. Trench excavation. - Standard
9. Ditch excavation. - Standard
10. 18 inch CMP - Standard
11. 36 inch CMP - This size pipe was chosen for two reasons. 1. To drain the area between the dike and roadbed. 2. During construction of the structure it is intended to carry the water, thereby allowing comparitively dry conditions for the construction of the bridge and channel change.
12. 36 inch sloped end sections - standard
13. Pipe bedding material. - This was included to cusion the pipe if river gravel is encountered on pipe grade. 3/4 - 0, the same as the level course could be used, Or possible material from the afor-mentioned borrow may be suitable if it will break fine enough.
14. Type "D" Inlet. - Standard - The pipe installation is in a place where the inlet end is tight and it is not practical to provide an inlet basin.
15. Finishing roadbed and slopes. - Stsndard
16. Seeding and mulching. - Standard - While there is just a small quantity involved, it is included so it will be available if and where required, depending on the material encountered and final design.
17. Aggregate sub-base - As mentioned before, there are good looking gravel deposits located in the channel change area which may be either stockpiled and used later or possibly the channel work could be done in such a manner that this could be moved directly to the grade as it is taken out.
18. Leveling Course 3/4 - 0 - This should be a well graded, specification rock as it is to be the final wearing surface on the roadbed section. The County people have material either available or can make material for this at a cover price and may want to do the actual spreading as for the contractor to set up a crusher for such a small quantity would make the price prohibative.
19. Watering - standard
20. Structure - To be determined by Bridge design.

Items 5, 13, 17, & 18 were computed on a truck yard basis.

The existing R/W is unknown and aparently unavailable at this time. See letter attached to this report.

Loren A. Weber

Resident Engineer

Form E-157—7061

State Printing

OREGON STATE HIGHWAY DEPARTMENT

COLUMNAR TABULATION SHEET

East Beaver Creek
East Beaver Creek Bridge
Profile 2-TIL-2.1-..

PL-606

Tillamook
Federal Highway & Local Roads

Item	Unit	Quant.	Allow
1. Temporary Protection and Diversion of Traffic	All	-	-
2. Clearing and Grubbing	Acre	1.42	0.18
3. Obliterate old Structure, Remove Riprap at Log Jams	Hours	88	12
4. Channel Change and Dike Excavation (Unclassified)	Cu. Yd.	3,754	376
5. Rip Rap, Class [illegible]	Cu. Yd.	2,440	300
6. Construct Dike	Cu. Yd.	1,051	109
7. Embankment in Place	Cu. Yd.	2,034	266
8. Trench Excavation	Cu. Yd.	12	2
9. Ditch Excavation	Cu. Yd.	25	5
10. 18" CMP	Lin. Ft.	36	4
11. 24" CMP	Lin. Ft.	62	6
12. 36" Sloped End Sections	Each	2	-
13. Fine Bedding Material	Cu. Yd.	8	2
14. Type "D" Inlet	Each	1	-
15. Finishing Roadway & Shoulders	Sta.	0.11	0.03
16. Seeding and Mulching	Acre	0.1	0.1
17. Aggregate Subbase	Cu. Yd.	550	60
18. Leveling Course (2"-0)	Cu. Yd.	237	33
19. Watering	M-Gal.	.[illegible]	3
20. Structure (85' x 28')=2,380 Sq. Ft (1[illegible]/Sq. Ft.)	Each	1	-

	Allow			Unit price		Amount				
	-									
	0.18			1,360						
	12			21.00						
	370			1.50						
	300									
	109			1.						
	200									
	-									
	-									

7811 Norwood Rd. Undercrossing-Stafford Rd.'72
Int. Sec. of Pac. Hwy. N. of Wilsonville
(Drainage improvement)

STATE COPY

7811

cc: OSHD (A E Johnson)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

4-25-73

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

cat

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Washington	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
4-25-73	W. N. Bryant, Area Engineer		EHS-I-5-5(58)287
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
11-4-72	12-19-72	100 %	75 calendar days
APPROVED EXTENSIONS	**LOCATION**		
None	Stafford Rd. Interchange on I-5 about 4 miles south of Wilsonville in Washington County.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
MAY 02 1973
REGIONAL OFFICE

NORWOOD U'XING-STAFFORD ROAD INTERCHANGE
PACIFIC HIGHWAY
Storm Sewer

This project provided for the construction of a storm sewer system including incidental work adjacent to the Pacific Highway, Interstate 5.

The contract in the bid amount of $147,422.50 was awarded on August 7, 1972 with time count beginning August 22. The contractor began work on August 21 and completed all contract work in reasonably close conformance with the plans and specifications including approved changes on November 4, 1972 at a final cost of $138,914.69 or approximately 6% below the bid amount. There were no major significant overruns or underruns.

Project records indicate that all materials incorporated into the project were tested and found to be in reasonably close conformance with specification requirements.

Project records also indicate that the contractor fulfilled the EEO requirements of the contract in a satisfactory and timely manner.

5-4-73 ok Construction Engineering

RECEIVED STATE HWY ENGR

NOTED
H.S.COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE	W. N. Bryant Area Engineer	SIGNATURE	Glen L. Green
TITLE: Area Engineer	DATE: 4-25-73	TITLE: Division Engineer	DATE: 5-2-73

Form PR 33-E (Rev. 7-70) EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

7811

April 19, 1973

TO V. V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. EHS-I-5-5(58)287

SUBJECT Request Federal-aid Project Acceptance

Contract 7811, Work Completed November 4, 1972

Project Norwood Rd. U'xing-Stafford Rd. Intchge.

Highway Pacific

County Washington

Acceptance: State Highway Commission December 19, 1972

Federal Highway Administration November 22, 1972

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and cost Report, E-498

Attach.

JK:dg

cc V. E. Skoog

RECEIVED
DEC 29 1972
FOR FILING

7811

December 28, 1972

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On December 19, 1972, we wrote to you concerning release of final payment on Contract No. 7811 awarded to Bunyard and Pettit for drainage on the Norwood Road Undercrossing-Stafford Road Interchange Section of the Pacific Highway in Washington County.

Final payment on this contract is $7,062.27 and the total contract amount is $142,030 including $784.51 for work performed under force account.

Very truly yours,

C. A. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

flm

cc Bunyard and Pettit
7530 N. E. Glisan
Portland, Oregon 97213

C. T. Keasey
Walt Hart
V. E. Skoog
Attn: M. L. Manner
L. M. Rulien

7811

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: NORWOOD RD. U'XING - STAFFORD RD. INTCHGE.		WEEK ENDING: December 8, 1972
		SECTION PREFIX: 634-1059
HIGHWAY: Pacific		COUNTY: Washington
NAME OF JOB: Norwood Rd. U'xing-Stafford Rd. Intchge.	KIND OF WORK: Drainage	
CONTRACTOR: Bunyard & Pettit	CONTRACT NUMBER: 7811	FEDERAL AID PROJECT NUMBER: EHS-I-5-5(58)287
DATE OF CONTRACT: August 7, 1972	DATE WORK STARTED: August 21, 1972	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 75	WORK DAYS USED / CALENDAR DAYS USED: 75
PROJECT AUTHORIZATION: $ 170,389.04	SPECIFIED COMPLETION DATE: ---	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING: $ 156,878.01	ENGINEERING AUTHORIZATION: $ 13,511.03	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 142,030.00	ENGINEERING COST TO DATE: $ 17,025.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93.3%
ESTIMATED PERCENT: XXXXX UNDERRUN . . . . . 9.5 %	PERCENT OF AUTHORIZATION . . . . . 126 %	DATE PROJECT WAS COMPLETED: November 4, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	XXX Pipe 100	XXXXXXXXX Manholes 100	XXXXXX Inlets 100		
			XXXXX	XXXXXX	MAINTENANCE XXXXXXX	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			0.50	0.50	0.50		
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			3,720	6	8		
TOTAL QUANTITIES CORRECTED TO DATE			3,415	6	7		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			3,415	6	7		
AVERAGE DAILY QUANTITIES			0	0	0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY			0	0	0		
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	3	Partly Cloudy			
MONDAY	4	Clear - Cold			
TUESDAY	5	Cold - Snow			
WEDNESDAY	6	Cold			
THURSDAY	7	Clear - Cold			
FRIDAY	8	Clear - Cold			
SATURDAY	9				

Rice Kousey Bond Walker Johnsen Glenn Litchfield Berg

RECEIVED
DEC 11 1972
CONSTRUCTION
SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
December SUNDAY 3	
MONDAY 4	Project Complete
TUESDAY 5	Project Complete
WEDNESDAY 6	Project Complete
THURSDAY 7	Project Complete
FRIDAY 8	Project Complete
SATURDAY 9	

REMARKS

Project Status: Project was completed November 4, 1972. The Semi-Final Estimate and Data is being submitted to the Region Office today Dec. 8, 1972

*** Final Weekly Report ***

CC; FHA
Construction (2)
Region Office
File

SIGNED James W. Cochell LOCATION Sylvan

James W. Cochell

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

OREGON STATE HIGHWAY DIVISION

7811

NOTED
A. E. JOHNSON

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 29, 1972

Bunyard and Pettit
7530 N.E. Glisan
P.O. Box 16190
Portland, OR 97216

Attention: Gary M. Cook

Re: Norwood Rd. U-Xing-Stafford Rd.
Interchange Section
Pacific Highway
F.A. Proj. No. EHS-I-5-5(58)287
OFCC No. PORT-DOT (H) - 8-72-005
Contract No. 7811
EEO Compliance Review

Gentlemen:

This is to inform you that your Company is now considered to be in compliance with your equal employment opportunity obligations.

At your October 31, 1972 compliance review, you were found to be in non-compliance and notified a show cause notice would be issued for the following deficiencies:

1. Failure to notify your material supplier, Portland Concrete Pipe Company, of your EEO obligations under this contract.
2. Documentation was not available to verify your verbal requests to the Laborers union for minority employees.

Copies of Mr. Pettit's letter to Portland Concrete Pipe Company and Mr. Cook's letter, establishing procedures to document requests to unions, have been received and are considered acceptable.

As a result of your prompt corrective action, the show cause notice has been vacated and you are now considered to be in compliance with your EEO obligations.

RECEIVED
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Very truly yours,

George M. Baldwin
Administrator of Highways

By

M. D. Glenn
Construction EEO Engineer

MDG:fr

bc: Glen L. Green/attachments (2)
A. E. Johnson/attachment (1)
Gene Huntley/attachment (1)
L. W. Rulien
James W. Cochell

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

COMPLIANCE DATA REPORT

1. STATE: Oregon

4. REVIEW REPORT NUMBER:

2. [X] CONSTRUCTION [ ] NON-CONSTRUCTION

3. [ ] DIRECT FEDERAL [X] FEDERALLY ASSISTED

5. REVIEW AUTHORITY
[X] EXECUTIVE ORDER 11246 AS AMENDED [X] SEC. 22(a) FED. HWY. ACT. 1968 [ ] CIVIL RIGHTS ACT 1964 AS AMENDED [ ] OTHER (Specify)

6. [ ] *PRE-AWARD REVIEW *(Not applicable to Federal-Aid Highway Projects) [X] POST-AWARD REVIEW [ ] FOLLOW-UP REVIEW

7. [ ] ON-SITE [X] HOME OFFICE

8. CONTRACT OR PROJECT NO.: EHS-I-5-5(58)287 Contract No. 7811

9. CONTRACT VALUE: $156,878.01

10. [X] COMPREHENSIVE REVIEW

11. [ ] SPECIAL REVIEW

12. DATES OF REVIEW: Oct. 31, 1972

13. CONTRACTOR IDENTIFICATION (Identify if Minority Enterprise) [ ] PRIME [ ] SUB [ ] VENDOR [ ] SUPPLIER [ ] OTHER (Specify)

14a. NAME AND ADDRESS OF CONTRACTOR
Bunyard & Pettit
7530 N.E. Glisan
Portland, OR 97216

15. NAME AND TITLE OF POLICY OFFICER
Jess W. Bunyard
Partner

17. NAME AND TITLE OF EQUAL OPPORTUNITY EMPLOYMENT OFFICER.
Gary Cook

14b. PROJECT ADDRESS IF DIFFERENT
-

16. NAME AND TITLE OF PROJECT OFFICER
Gary Cook

18. IS WRITTEN AFFIRMATIVE ACTION COMPLIANCE PROGRAM AVAILABLE?
SEE ITEM 30H [X] YES [ ] NO

19. CONTRACT OR PROJECT PRODUCTION SCHEDULE
BEGINNING DATE: Aug. 21, 1972
ESTIMATED COMPLETION DATE: Nov. 4, 1972
ANTICIPATED PEAK EMPLOYMENT DATES: Sept. - Oct. 1972

20. DETERMINATION OF COMPLIANCE STATUS: [X] IN-COMPLIANCE [ ] IN-NON-COMPLIANCE [ ] SEE FINDINGS, CONCLUSIONS, RECOMMENDATIONS AND AGREEMENT DETAILS PAGE 4 ITEM 31 AND 32

21. SUB-CONTRACTORS, VENDORS, SUPPLIERS, ETC. (Name, Address, Total Employees, Percent Minorities) (Indicate if a Minority Enterprise)

No subcontractors

Suppliers - Materials in excess $10,000.00

Portland Concrete Pipe Co., P.O. Box 258, Portland, OR 97062

22. UNION AFFILIATIONS AND OTHER RECRUITING AND TRAINING DATA

A. UNION TITLE OR IDENTIFICATION	B. UNION LOCAL NUMBER	C. DOES UNION HAVE EXCLUSIVE REFERRAL RIGHTS		D. DOES UNION SPONSOR OR PARTICIPATE IN PRE-APPRENTICE, APPRENTICE, OR POST-APPRENTICE TRAINING PROGRAMS?		E. DOES CONTRACTOR SPONSOR OR PARTICIPATE IN PRE-EMPLOYMENT, APPRENTICE, OR POST EMPLOYMENT TRAINING PROGRAMS?	
		YES	NO	YES	NO	YES	NO
Operating Engineers - Portland	701	X			X	X	
Laborers - Portland & Salem	320	X		X		X	
Carpenters - Salem	1065	X		X		X	

23. OTHER RECRUITING SOURCES, ESPECIALLY MINORITY OR POVERTY ASSISTANCE ORIENTED

A. NAME OR OTHER IDENTIFICATION	B. ADDRESS
Associated General Contractors Oregon-Columbia Chapter	Portland, Oregon

FORM FHWA-86 (REV. 3-70) EXISTING STOCKS OF FORM FHWA-86 (12-67) WILL NOT BE USED

TABLE A

LINE NO.	JOB CATEGORIES	TOTAL EMPLOYEES		TOTAL MINORITIES		NEGRO		ORIENTAL		AMERICAN INDIAN		SPANISH SURNAMED AMERICAN		APPRENTICES		ON THE JOB TRAINEES	
		M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
1	OFFICIALS (MANAGERS)	1															
2	SUPERVISORS																
3	FOREMEN	1															
4	CLERICAL																
5	EQUIPMENT OPERATORS	4														2	
6	MECHANICS																
7	TRUCK DRIVERS																
8	IRONWORKERS																
9	CARPENTERS																
10	CEMENT MASONS																
11	ELECTRICIANS																
12	PIPEFITTERS, PLUMBERS																
13	PAINTERS																
14	LABORERS, SEMI-SKILLED	6								1							
15	LABORERS, UNSKILLED	1															
16																	
17																	
18																	
19																	
20																	
21	TOTAL	13								1						2	
22	TOTAL EMPLOYMENT FROM PREVIOUS REPORT (IF ANY)																

TABLE B

23	APPRENTICES																
24	ON THE JOB TRAINEES																

25. SUMMARIZE NEW HIRES FOR THE CURRENT MONTH INDICATING MINORITIES AND NON-MINORITES BY JOB CATEGORIES Month of September, 1972

4 Equipment Operators - non-minorities
8 Laborers - 1 minority

26. SUMMARY ANALYSIS OF EMPLOYMENT DATA For week ending 9-30-72, contractor shows a total work force of 13 employees of which 7.8% or 1 employee is a minority. All 4 Equipment Operators and 3 of the Laborers were permanent employees and transferred onto project as other work completed. Two of the Equipment Operators were on-the-job trainees. No trainees required on project persuant to 7-2(2) requirements.

This project is in the Portland Hometown Plan Area, OFCC No. PORT-DOT (H) - 8-72-005. Only new employees hired after award of contract was in the Laborers craft. One minority was furnished through the union local. The manhours worked by this minority was substantially uniform throughout the life of the contract.

27. CONTINUATION FROM PAGE 1-4 *(Show Item "No." Being Continued). IF ADDITIONAL SPACE IS REQUIRED, ATTACH SEPARATE SHEETS AND KEY ANSWERS TO ITEM NUMBERS*

FORM FHWA-86 (REV. 2-70) EXISTING STOCKS OF FORM FHWA-86 (12-67) WILL NOT BE USED

28. HOME OFFICE EMPLOYMENT DATA

LINE NO.	OCCUPATIONS (A)	MALE EMPLOYEES					FEMALE EMPLOYEES					TOTAL ALL EMPLOYEES (L)
		TOTAL MALES (B)	MINORITY GROUPS				TOTAL FEMALES (G)	MINORITY GROUPS				
			NEGRO (C)	ORIENTAL (D)	AMERICAN INDIAN (E)	SPANISH AMERICAN (F)		NEGRO (H)	ORIENTAL (I)	AMERICAN INDIAN (J)	SPANISH AMERICAN (K)	
1	OFFICIALS AND MANAGERS	1										1
2	PROFESSIONALS											
3	TECHNICIANS											
4	SALES WORKERS											
5	OFFICE AND CLERICAL	1										1
6												
7												
8												
9	Sub-total (White-collar)	2										2
10	CRAFTSMEN *(Skilled)*	3										3
11	OPERATIVES *(Semi-skilled)*	2										2
12	LABORERS *(Unskilled)*	3										3
13	SERVICE WORKERS											
14												
15												
16	Sub-total (Blue-collar)	8										8
17	TOTAL	10										10
18	Total employment from previous report (if any)											
THE DATA BELOW SHALL ALSO BE INCLUDED IN THE FIGURES FOR THE APPROPRIATE OCCUPATIONAL CATEGORIES ABOVE)												
19	ON-THE-JOB TRAINEES — WHITE COLLAR											
20	ON-THE-JOB TRAINEES — PRODUCTION	2										

29. SUMMARY ANALYSIS OR EMPLOYMENT AND TRAINING DATA

There is one female performing some of the clerical and office duties. Her services are provided by building owner as part of office rental.

Gary M. Cook was employed October 16, 1972 as Officeman and EEO Officer. A vacancy in this position resulted from death of previous employee.

...S, CONCLUSIONS, ...MENDATIONS, AND AGREEMENTS

YES	NO	
X		A. ARE REQUIRED POSTERS CONSPICULOUSLY DISPLAYED?
X		B. HAVE REQUIRED WRITTEN NOTICES BEEN SENT TO UNIONS?
X		C. ARE RECRUITING PUBLICATIONS USED TO SHOW "AN EQUAL OPPORTUNITY EMPLOYER"?
X		D. ARE SUCH PUBLICATIONS CIRCULATED IN MINORITY ORIENTED COMMUNITIES?
X		E. HAS CERTIFICATION RE: USE OF NON-SEGREGATED FACILITIES BEEN MADE?
X		F. ARE SUCH FACILITIES IN EFFECT PROVIDED ON A NON-SEGREGATED BASIS?
X		G. HAVE OTHER REPORTS REQUIRED BY FEDERAL, STATE, MUNICIPAL, OR OTHER STATUTES, REGULATIONS, DIRECTIVES, ETC., BEEN SUBMITTED?
X		H. HAVE GOALS TARGETS AND OTHER CONDITIONS OF AFFIRMATIVE ACTION COMPLIANCE PROGRAMS BEEN IMPLEMENTED IN SATISFACTORY OR ACCEPTABLE MANNER?
X		I. HAVE COMPLIANCE OR OTHER REVIEWS MADE BY OTHER AGENCIES RESULTED IN A DETERMINATION OF COMPLIANCE?
	X	J. ARE PRESCRIBED EQUAL EMPLOYMENT OPPORTUNITY CLAUSES INCLUDED IN ALL APPLICABLE PURCHASE ORDERS, SUB-CONTRACTS, AND COLLECTIVE BARGAINING UNION AGREEMENTS?
X		K. ARE APPLICATIONS FOR EMPLOYMENT ACCEPTED, AND ARE SELECTIONS IN EFFECT MADE, WITHOUT REGARD TO RACE, COLOR, RELIGION, SEX OR NATIONAL ORIGIN?
X		L. ARE TRANSFER, WAGE, TRAINING, MANPOWER DEVELOPMENT, PROMOTION AND OTHER EMPLOYMENT PRACTICES ACHIEVING EQUAL EMPLOYMENT RESULTS?

31. OTHER SIGNIFICANT OBSERVATIONS, COMMENTARY AND/OR DEFICIENCIES AND VIOLATIONS. *(SHOULD BE INDIVIDUALLY NUMBERED)*

1. No documentation of notification to material supplier of contractors EEO obligations were on file.

2. Contractor's telephone requests for minority employees from unions not documented, however, one minority Laborer was furnished by Laborers' union which would substantiate contractor's statement that request was made.

It was evident that the noted deficiencies resulted from lack of normal office force to take care of paper work. New officeman was in process of learning duties and catching up on back work.

32. RECOMMENDATIONS AND AGREEMENTS FOR CORRECTIVE ACTION AND TIME SCHEDULE *(INDIVIDUALLY NUMBERED)*

Contractor verbally notified that as a result of the noted deficiencies, he was considered in non-compliance and a formal show-cause notice would be issued. Prior to issuance of formal show-cause notice, however, the contractor corrected the deficiencies and show-cause notice was vacated effective November 8, 1972. Documentation of corrective actions taken is attached.

Contractor is now considered to be in-compliance.

33. REVIEWED BY (INCLUDE COMMENTARY MEMO IF NON-CONCURRENCE)	☐ A. REGIONAL ADMINISTRATOR	☐ CONCUR	☐ DO NOT CONCUR	SIGNATURE AND DATE
	☐ B. REGIONAL OFFICE OF CIVIL RIGHTS	☐ CONCUR	☐ DO NOT CONCUR	
	☐ C. DIVISION ENGINEER	☐ CONCUR	☐ DO NOT CONCUR	

34. CONDUCTED BY	☐ A. REGIONAL OFFICE	SIGNATURE, TITLE AND DATE
	☐ B. DIVISION OFFICE	SIGNATURE, TITLE AND DATE

M. D. Glenn
Construction EEO Engineer

EEO COMPLIANCE REVIEW

Bunyard & Pettit
Portland, Oregon

Contract No. 7811
October 31, 1972

NAME	ORGANIZATION	TITLE
Ron Anderson	AGC	Dir. of Manpower & Training
Pat O'Neil	FHWA	Asst. Area Engineer
Dave Noyes	FHWA	Civil Engineer Trainee
Jim Cochell	OSHD	Resident Engineer
Lloyd R. Turk	OSHD	Asst. Resident Engineer
Gary M. Cook	B & P	EEO Officer
Jess W. Bunyard	B & P	Partner

BUNYARD & PETTIT
UTILITY CONTRACTORS
P. O. BOX 16190
PORTLAND, OREGON 97216
PHONE 254-9978

Routing

Kenney — RECEIVED — Pease

Bond — NOV 3 1972 — Glenn

Walker — Litchfield

Johnson — CONSTRUCTION SECTION — Berg

State Highway Commission
State Highway Building
M.D. Glenn
Salem Oregon

Dear Mr. Glenn:

Enclosed is a copy of the letter that we forwarded to our supplier as requested per our last meeting. Any further needed information that is required as regards this subject will be promptly forwarded. Thank you for your time and attention.

Gary M Cook
Bunyard & Pettit
E.E.O. Officer

UTILITY CONTRACTORS
~~716 S. E. 71ST AVENUE~~
PORTLAND, OREGON ~~97215~~
PHONE 254-9978
P. O. Box 16190 97216

Portland Concrete Pipe Company
P.O. Box 258
Portland Oregon 97062

To Whom it May Concern:

Bunyard & Pettit, Utility Contractors, is an Equal Opportunity Employer. We will observe the following practices:

We will not discriminate against any employee or applicant for employment because of race, creed, color or national origin. We will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to race, creed, color or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination, rates of pay or other forms of compensation; and selection for training, including apprenticeship. We agree to post in conspicuous places available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of the above nondiscrimination clause.

BUNYARD & PETTIT

Elza Glen Pettit

Re: Norwood U'xning-Stafford Road Interchange

Materials used in this contract is subject to the Presidential Executive Order 11246 and Section VII of the Civil Rights Act of 1964. Vendor is required to comply with the regulations and orders authorized thereby.

BUNYARD & PETTIT
UTILITY CONTRACTORS
P. O. BOX 16190
PORTLAND, OREGON 97216
PHONE 254-9976

State Highway Commission
State Highway Building
M.D.Glenn
Salem Oregon 97310

Dear Mr. Glenn;

This letter is to inform you of a change of personnel in our firm. I now have assumed the duties of Equal Employment Opportunity Officer. I now will handle all correspondance on this matter. Also enclosed is a sample dispatch request that will be used in contacting the unions when requesting minorities for employment on Federally Aided Projects. Any further needed information that is required as regards this subject will be forwarded. Thank you for your time and attention.

Gary M. Cook
E.E.O. Officer
BUNYARD & PETTIT

Routing
Keusey
Bond
Walker
Johnsen
RECEIVED
NOV 8 1972
CONSTRUCTION SECTION
Pease
Glenn
Litchfield
Berg

(Firm Name)

ORDER NO. _____

DISPATCH REQUEST

ORDERED BY: _____ UNION NAME & LOCAL _____ NO. _____

CLASSIFICATIONS REQUIRED:	MINORITIES AVAILABLE ___YES__NO	NUMBER NEEDED
1.		
2.		
3.		
4.		
5.		

MEN DISPATCHED: (List by classification number above) Get a signed W-4

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____

STATE COPY

cc: OSHD (A E Johnsen)
Region
Wash DC

11-22-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT
(PPM 20-8.1)

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Washington	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
11/22/72	W. H. Bryant, Area Engineer	EHS-I-5-5(58)287

IN COMPANY WITH
James Cochell, Resident Engineer, OSHD.

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	100 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

cy routed 11-31-72

NORWOOD ROAD U'XING-STAFFORD ROAD INTERCHANGE
PACIFIC HIGHWAY
Storm Sewer

NOV 29 1972
REGIONAL OFFICE

All contract work was completed in reasonably close conformance with approved plans and specifications including authorized changes on November 4, 1972, at a final estimated cost of $156,878.00 or approximately 4% above the original bid amount of $147,422.50. There were no major significant overruns or underruns.

A total of 75 calendar days were used in completing the work. The contract time specified was also 75 calendar days.

Project records indicate that all materials incorporated into the work were in reasonably close conformance with specification requirements.

Acceptance of the work is recommended.

RECEIVED
STATE HWY ENGR
NOV 30 '72
REFER TO

11-30-72
Johnsen
cy yours

FORM FR-33B
(REV. 3-70)

PREVIOUS EDITIONS WILL BE USED

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Glen L. Green
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

November 15, 1972

Attention: E. J. Valach

Re: Post Contract Implementation Reports - Portland Area Affirmative Action Plan

Gentlemen:

Attached are six (6) copies each of Post Contract Implementation Reports for the month of October, 1972.

Section	F.A. Proj. No.	OFCC No. PORT-DOT (H)	Date Proj. Completed
S.W. Corbett Ave. U-Xing	EHS-I-5-6(75)299	8-72-001	10-6-72
Beaverton-Progress Norwood Rd. U-Xing- Stafford Rd. Intchge. (Also corrected September, 1972 report on this Section)	LSS-628(2) EHS-I-5-5(58)287	8-72-002 8-72-005	11-4-72

This will be the last report for those projects noted as completed.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr
Attachments

bc: A. E. Johnson w/att.

RECEIVED
NOV 16 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

TO: DIRECTOR, OFCC
FROM: FHWA (OREGON STATE HIGHWAY DIVISION)
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

OREGON STATE HIGHWAY DIVISION
EQUAL EMPLOYMENT OPPORTUNITY
POST CONTRACT IMPLEMENTATION

REPORT ON THE ADMINISTRATION OF THE PORTLAND PLAN FOR THE MONTH OF

(1) OFCC Identification number and the specific location of the project	(2) Did contractor submit monthly reports on time?	(3) Contractors reported manhours in the following trades	(4) Required minimum goals by trade %	(5) Contractors reported minority manhours by trade
PORT-DOT (H)-8-72-005 Washington Co.	Yes	Trade: Equipment Operators Prime - Bunyard & Pettit 686 Trade: Laborers Prime - Bunyard & Pettit 699 Trade: Six Operators were transferred onto this project, as other work terminated. A total of 5 Laborers have been hired through Union Local 320, one of which was an American Indian. A compliance review was held on October 31, 1972. The contractor was verbally notified of his non-compliance regarding lack of documenta to unions and material suppliers of EEO obligations at that time. Acceptable corre procedures established prior to submission of show cause notice, and show cause terminated effective November 8, 1972. Copies of reports being submitted. Proje was completed November 4, 1972. Trade:	1.5 to 2.5 1.5 to 2.5	Trade: Equipment Operators Trade: Laborers Trade: Trade: Trade:

FORM E-889

OREGON STATE HIGHWAY DIVISION
EQUAL EMPLOYMENT OPPORTUNITY
POST CONTRACT IMPLEMENTATION

ADMINISTRATION OF THE PORTLAND PLAN FOR THE MONTH OF October, 1972

	(4) Required minimum goals by trade %	(5) Contractors reported minority manhours by trade		(6) Minority manhours as a percent of total	(7) Number of workers employed by trade		(8) Is contractor in compliance with goal requirements? (Yes or No)	(9) If not, has 30 day show-cause letter been sent? If not, attach full explanation.	(10) Have required compliance reviews been conducted?	(11) If so, have copies been furnished Director, OFCC and Area Coordinator?
					Total	Minorities				
686	1.5 to 2.5	Trade: Equipment Operators	0	0	6	0	No	No	Yes	Not yet
699	1.5 to 2.5	Trade: Laborers	157	22	6	1	Yes			
		Trade:								
		Trade:								
		Trade:								

...red onto this project, as other work terminated.
...hired through Union Local 320, one of which was
...ce review was held on October 31, 1972. The
...f his non-compliance regarding lack of documentation
... of EEO obligations at that time. Acceptable corrective
...submission of ~~show cause notice, and show cause notice~~
... 1972. Copies of reports being submitted. Project
...72.

M. D. Glenn
Construction EEO Engineer

TO: DIRECTOR, OFCC
FROM: FHWA (OREGON STATE HIGHWAY DIVISION)
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

OREGON STATE HIGHWAY DIVISION
EQUAL EMPLOYMENT OPPORTUNITY
POST CONTRACT IMPLEMENTATION

REPORT ON THE ADMINISTRATION OF THE PORTLAND PLAN FOR THE MONTH OF ___

(1) OFCC identification number and the specific location of the project	(2) Did contractor submit monthly reports on time?	(3) Contractors reported manhours in the following trades	(4) Required minimum goals by trade %	(5) Contractors reported minority manhours by trade
PORT-DOT (H)-8-72-005 Washington Co.	Yes	Trade: Equipment Operators Prime - Bunyard & Pettit 832	1.5 to 2.5	Trade: Equipment Operators
		Trade: Laborers Prime - Bunyard & Pettit 677	1.5 to 2.5	Trade: Laborers
		Trade:		Trade:
		Trade:		Trade:
		Trade:		Trade:

Note: One of two Laborers hired through Laborers Union was found to be an American Indian during routine job-site inspection.

FORM E-889

OREGON STATE HIGHWAY DIVISION
EQUAL EMPLOYMENT OPPORTUNITY
POST CONTRACT IMPLEMENTATION

(Corrected)

ADMINISTRATION OF THE PORTLAND PLAN FOR THE MONTH OF September, 1972

	(4) Required minimum goals by trade %	(5) Contractors reported minority manhours by trade		(6) Minority manhours as a percent of total	(7) Number of workers employed by trade		(8) Is contractor in compliance with goal requirements? (Yes or No)	(9) If not, has 30 day show-cause letter been sent? If not, attach full explanation.	(10) Have required compliance reviews been conducted?	(11) If so, have copies been furnished Director, OFCC and Area Coordinator?
					Total	Minorities				
832	1.5 to 2.5	Trade: Equipment Operators	0	0	6	0	No	No	No	
677	1.5 to 2.5	Trade: Laborers	161	24	7	1	Yes	Yes		
		Trade:								
		Trade:								
		Trade:								

through Laborers Union was found
routine job-site inspection.

M. D. Glenn
Construction EEO Engineer

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

7811

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE November 9, 1972

Federal-aid Project
No. EHS-I-5-5(58)287

FROM L. H. Young
Programing Engineer

cy - Bridge
11-24-72

RECEIVED
STATE HWY ENGR
NOV 29 '72
REFER TO
FOR
Info | Sval | R/D | D/R | [illegible] | [illegible] | [illegible]

SUBJECT Request Contract Acceptance

Contract 7811, Work Completed November 4, 1972

Project Norwood Rd. U'xing-Stafford Rd. Intchge.

Highway Pacific

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 11-22-72

Conditions not acceptable:

None
WB

G. L. Green
Division Engineer

VG:bb

cc: Tom Edwards
L. H. Young

RECEIVED
NOV 22 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
OCT 26 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

7811

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

DATE October 27, 1972

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. N. Young
Programing Engineer

Federal-aid Project
No. BRB-I-5-5(58)287

SUBJECT Request Change Order Approval

Contract 7811, Extra Work Order No. 2

Project Norwood Rd. U'xing-Stafford Rd. Interchange

Highway Pacific

County Washington

The Order provides for connecting perforated pipe, which had been installed under a previous contract, with inlets and manholes being installed under this contract.

Attached are copies of letters from the Regional Construction Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on October 3, 1972.

Your approval as of October 3, 1972 is requested.

Attach.
JK:sd

RECEIVED
OCT 19 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7811

Bunyard and Pettit
7530 N.E. Glisan
P.O. Box 16190
Portland, OR 97216

October 24, 1972

NOTED
A. E. JOHNSON

Gentlemen:

Re: EEO Compliance Review
Norwood Rd. U'xing-Stafford Rd. Intchge.
Pacific Highway
F.A. Proj. No. EHS-I-5-5(58)287
Contract No. 7811

To confirm my October 16 conversation with Mr. Bunyard, an Equal Employment Opportunity compliance review of your Organization will be conducted by the Oregon State Highway Division on October 31, 1972 at 10:00 A.M. at your office in Portland.

You and other Company officials who contribute to the Company's equal employment opportunity policy are expected to attend. Personnel in your Organization familiar with all of your current Federal-aid projects in the State should be present. Representatives of active subcontractors who have authority to deal with compliance matters should also attend. Representatives from the State Highway Division and Federal Highway Administration will attend this review.

In order to conserve time and facilitate discussions, you should have the following information available prior to the review:

1. Copies of all labor agreements.

2. List of all subcontractors including suppliers.

3. Employment statistics for a current (within past 30 days) workweek compiled separately for the home office and for each job site. This information should indicate racial designations.

RECEIVED
OCT 25 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

4. A listing of all employees hired within the last 90 days showing:

   (a) Employee's name
   (b) Racial identification
   (c) Job classification and craft
   (d) Wage rate paid

5. One completed copy of the enclosed Compliance Data Report.

For your information, I am attaching a copy of Instructional Memorandum 40-2-72, Interim Construction Contract Equal Opportunity Compliance Procedures.

If you have any questions, please feel free to contact me.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr
Enclosures

bc: Glen Green (2 copies)
A. E. Johnson
Gene Huntley
L. W. Rulien
James Cochell

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DIVISION

7811

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 12, 1972

Glen L. Green
Acting Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

NOTED
A. E. JOHNSON

Attention: E. J. Valach

Re: Post Contract Implementation Reports - Portland Area Affirmative Action Plan

Gentlemen:

Attached are six (6) copies each of Post Contract Implementation Reports for the month of September, 1972.

Section	F.A. Proj. No.	OFCC No. PORT-DOT (H)	Date Proj. Completed
Beaverton-Progress	LSS-628(2)	8-72-002	
Sandy River (Brightwood) Bridge	OEP-319-10(c-10)	8-72-003	9-14-72
Molalla River (Dickey Prairie) Bridge	OEP-319-10(c-47)	8-72-004	9-20-72
Norwood Rd. U-xing-Stafford Road Interchange	EHS-I-5-5(58)287	8-72-005	

This will be the last report for those projects noted as completed.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr
Attachments

bc: A. E. Johnson w/att.

RECEIVED
OCT 13 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

TO: DIRECTOR, OFCC

FROM: FHWA (OREGON STATE HIGHWAY DIVISION)
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

OREGON STATE HIGHWAY DIVISION
EQUAL EMPLOYMENT OPPORTUNITY
POST CONTRACT IMPLEMENTATION

REPORT ON THE ADMINISTRATION OF THE PORTLAND PLAN FOR THE MONTH OF Se

(1) OFCC Identification number and the specific location of the project	(2) Did contractor submit monthly reports on time?	(3) Contractors reported manhours in the following trades	(4) Required minimum goals by trade %	(5) Contractors reported minority manhours by trade
PORT - DOT (H) 8-72-005 Washington Co.	Yes	Trade: Operating Engineers Prime - Bunyard & Pettit 832	1.5 to 2.5	Trade: Operating Engineers Prime
		Trade: Laborers Prime 677		Trade: Laborers Prime
		Note: Contractor's total work force has remained comparatively static. Six employees have been transferred onto this project as other work terminated. Two additional Laborers were hired through Laborers Union. Minorities were requested but not available. One has since been terminated, as work is rapidly being completed.		M. D. Glenn Construction EEO Engineer
		Trade:		Trade:
		Trade:		Trade:

FORM E-889

OREGON STATE HIGHWAY DIVISION
EQUAL EMPLOYMENT OPPORTUNITY
POST CONTRACT IMPLEMENTATION

E ADMINISTRATION OF THE PORTLAND PLAN FOR THE MONTH OF September 1972

	(4) Required minimum goals by trade %	(5) Contractors reported minority manhours by trade	(6) Minority manhours as a percent of total	(7) Number of workers employed by trade: Total	(7) Minorities	(8) Is contractor in compliance with goal requirements? (Yes or No)	(9) If not, has 30 day show-cause letter been sent? If not, attach full explanation.	(10) Have required compliance reviews been conducted?	(11) If so, have copies been furnished Director, OFC and Area Coordinator?
832	1.5 to 2.5	Trade: Operating Engineers Prime 0	0	6	0	No		No	
677		Trade: Laborers Prime 0	0	7	0	No			
		Trade:							
		Trade:							

rk force has remained comparatively static. Six
transferred onto this project as other work terminated.
ers were hired through Laborers Union. Minorities
ot available. One has since been terminated, as work
leted.

M. D. Glenn
Construction EEO Engineer

RECEIVED
NOV 7 - 1972

FOR FILING 10-4-72

FORM PR-33B (REV. 3-68)

cc: OSHD (A E Johnson)
Region
Wash DC Engr Coord

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cat

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

2811

(Check appropriate box) ☐ Contact ☒ Project Stage Inspection ☐ Final Inspection

Region No.	Report No.	County	Division
10	2	Washington	Oregon

Date of Inspection	Inspection Made By	Project No.
10/4/72	W. N. Bryant, Area Engineer	EHS-I-5-5(58)287

In Company With

James W. Cochell, Resident Engineer, OSHD.

NOTED
A. E. JOHNSON

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	62 %	74 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

COPY SENT

To Cochell 11-8-72

NOV 06 1972

REGIONAL OFFICE

NORWOOD RD. U'XING-STAFFORD RD. INTERCHANGE
PACIFIC HIGHWAY
Storm Sewer

SCOPE OF INSPECTION:

The purpose of this inspection was to perform a field review of construction operations and inspection procedures involved in the sewer installation phase of the work. The inspection included field observation of the contractor's operations including traffic control measures being used and a review of the project records pertinent to the paving operations.

SUMMARY OF FINDINGS AND RECOMMENDATIONS:

The installation of the storm sewer was found to be progressing in a workmanlike manner in reasonably close conformance with the contract specifications and sound construction procedures.

The State's inspection and project control on this phase of work was in accordance with established procedures and resulted in adequate control and documentation to support the activities. No recommendations are offered and no action is considered necessary since this phase of work was being completed in reasonably close conformance with the specifications and established procedures with the results being obtained considerably satisfactory.

It was noted that the traffic control procedures being used were quite effective in handling the traffic in a safe and expeditious manner. Section 105 of the special provisions states that all six traffic lanes of the freeway are to be kept open to traffic at all times. However, due to the minimal space available for installing the sewer line along the northbound lanes the State has required the contractor to "cone-off" the outside lane during periods of low traffic volumes for safety reasons. This procedure has not only improved the overall safety of the traveling public but has added greatly to the safety of the workmen. Approval of the change is highly recommended.

(more)

11-7-72 Johnson

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

CHANGES:

Price Agreement #1 was approved September 26, 1972 in the estimated amount of $1,400 covering the furnishing and placement of approximately 400 CY of rock bedding material under the concrete sewer pipe as needed.

EEO:

Project records indicate that the contractor is meeting the EEO requirements of the contract in an acceptable manner with all reports being submitted to the project engineer on a timely basis.

MATERIALS:

All materials incorporated into the work to date have been inspected and found to be reasonably close conformance with the specification requirements.

RECEIVED
STATE HWY ENGR
NOV 7 '72
REFER TO
FOR

STATE COPY

FORM PR-33A (REV. 3-68) cc: OSHD (A E Johnson) Region Wash DC 7411

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

7 2 72

cat

(Check appropriate box) [X] Contact [ ] Project Stage * [ ] Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	1	Washington	Oregon

Date of Inspection	Inspection Made By	Project No.
9/5/72	W. N. Bryant, Area Engineer	FHS-I-5-5(58)287

In Company With: James W. Cochell, Resident Engineer, OSHD.

Location: Norwood Rd. U'xing-Stafford Road Interchange section of the Pacific Highway, I-5, about 4 miles north of Wilsonville in Washington County.

Contractor Name and Address: Bumyard & Pettit, 7530 NE Glisan, Portland, Oregon

SEP 29 1972

REGIONAL OFFICE

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
8/7/72	$147,422.50	75 cal. days	8/22/72	8/21/72

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	16 %	8%

Roadbed (Width) NA (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Drainage Improvement	Y007				

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

NORWOOD RD. U'XING-STAFFORD RD. INTERCHANGE
PACIFIC HIGHWAY
Storm Sewer

This project provides for the construction of a storm sewer system including incidental work adjacent to Pacific Highway, I-5, approximately 4 miles north of Wilsonville.

The contractor began work on August 21 and at the time of this inspection had completed approximately 600 ft. of 36-inch concrete sewer pipe and 400 ft. of 30-inch along the southbound lanes. In addition, the jacking of the 48-inch sewer pipe under the roadway was just beginning.

EEO

All required EEO posters and the schedule of minimum hourly wage rates were being displayed in a satisfactory manner at the project site. Due to the size of the project, the On-the-Job Training special provisions were not included in this contract.

(more)

10-2-72 Johnson cy yes

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

Materials

Project records indicate that materials being incorporated into the work to date are in reasonably close conformance with contract requirements. One section of 36-inch concrete pipe has been rejected by project personnel due to excessive cracks.

Traffic Control

To date the traffic using this six-lane section of I-5 has been handled in a satisfactory manner and in accordance with contract requirements.

RECEIVED
STATE HWY ENGR
OCT 2 '72
REFER TO
FOR
Chief
Spec
Bldg
Bridge
Acct
Surv

RECEIVED
AUG 22 1972
FOR FILING
7811

August 21, 1972

Bunyard & Pettit
7530 N. E. Glisan
Portland, Oregon 97213

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7811 for drainage on the Norwood Road Undercrossing-Stafford Road Interchange Section of the Pacific Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
James Cochell

7811

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 8-51	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 7-12-72	COUNTY Washington
		PROJECT NO. ~~BRS~~-I-5-5(58)287

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 S. 1.5 mi. Jct. I-205, S. 0.50 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-12-72	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 165,134	$ 152,369

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green

G. L. Green (Division Engineer)

Date executed by Division Engineer AUG 18 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid Project
No. EHS-I-5-5(58)287

NORWOOD RD. U'XING - STAFFORD RD. INTERCHANGE SECTION

PACIFIC HIGHWAY IN WASHINGTON COUNTY

Salem, Oregon, August 15, 1972

Project Agreement Estimate

Type Code Y007
Drainage Improvement (Sta. 361+75 to Sta. 388+25)

Temporary Protection and Direction of Traffic	All Required		$ 9,000.00
Ditch Excavation	100 cu. yd.	2.70	270.00
Trench Excavation	4,200 cu. yd.	4.50	18,900.00
12-inch Sewer Pipe	30 lin. ft.	8.65	259.50
18-inch Sewer Pipe	60 lin. ft.	11.00	660.00
24-inch Sewer Pipe	380 lin. ft.	13.85	5,263.00
30-inch Sewer Pipe	1,700 lin. ft.	20.20	34,340.00
36-inch Sewer Pipe	1,300 lin. ft.	24.00	31,200.00
48-inch Sewer Pipe	250 lin. ft.	155.00	38,750.00
Concrete Manholes	3 only	625.00	1,875.00
Concrete Manholes with Paved Apron	2 only	800.00	1,600.00
Special Manholes with Paved Apron	1 only	1,335.00	1,335.00
Concrete Inlets, Type "G-2MA"	6 only	485.00	2,910.00
Special Concrete Inlets	2 only	530.00	1,060.00
			$147,422.50
Flagging (60% of contractor's cost)	All Required		1,200.00
Temporary Erosion Control	All Required		1,500.00
			$ 2,700.00
	Subtotal		$150,122.50
	10% Engr. & Cont.		15,011.50
	Total		$165,134.00

Length of Project - - - - - - - - - - - - - 0.00 mile

Federal Funds	$152,369.00
State Funds	12,765.00
Total	$165,134.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%
Contract No. 7811
Prefix 634-1059

RECEIVED
AUG 1 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7811

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~Bureau of Public Roads, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE August 14, 1972

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Concurrence in Award**

Confirmation of your tentative concurrence as of August 4, 1972, is requested in the award of contract for the Norwood Road Undercrossing-Stafford Road Interchange Section, Project No. EHS-I-5-5(58)287.

The contractor receiving the award is Bunyard & Pettit, in the amount of $147,422.50 with Contract No. 7811 assigned. This bid was received on July 28, 1972, and awarded August 7, 1972.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

In compliance with Par. 6b of PPM 21-6.3, we certify that all prospective bidders did acknowledge receipt of the addendums to the plans and proposal for this project before the bid opening date.

Federal Highway Administration endorsement.

Date _____
I concur in the award

G. L. Green, Acting Division Engineer

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AUG 11 1972
FOR FILING

7811

August 8, 1972

Bunyard and Pettit
P. O. Box 16190
Portland, Oregon 97216

Gentlemen:

The State Highway Commission on August 4 accepted your proposal for the Harvard Road Undercrossing-Stafford Road Interchange Section of the Pacific Highway in Washington County for the sum of $147,422.50 and referred it to the Administrator of Highways with authority to award the contract pending satisfactory compliance with the Portland area Affirmative Action Plan and concurrence with Federal Highway Administration.

These conditions were fulfilled and the Administrator of Highways on August 7, 1972, awarded you the project, which has been assigned Contract No. 7811.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Quarry, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Walt Hart
L. W. Rulien
James Cochell
Wm. Geibel (SAIF)

FORM E-20-X 12-67

7811

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1972

To: L. H. Young
Programing Engineer
BUILDING

SUBJECT: #31 - Norwood Road U'Xing Section
Portland Area Affirmative Action Plan

NOTED
A. E. JOHNSON

Messrs. Bunyard and Pettit of Portland, Oregon met with me today regarding Mr. Query's August 2 letter relating to the subject project.

They have corrected and initialed their Part 1 certification submitted with their bid proposal on July 28, 1972.

Their certification regarding compliance with the Portland Hometown Plan is now acceptable.

C. T. Keasey
Construction Engineer

By M. D. Glenn

M. D. Glenn
EEO Engineer

MDG:fr

cc: A. E. Johnson
E. S. Hunter
Floyd Query

RECEIVED
AUG 7 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

7811.

August 2, 1972

Bunyard & Pettit
P. O. Box 16190
Portland, Oregon 97216

Gentlemen:

Re: Portland Affirmative
Action Plan

Your bid received at the July 27-28th bid letting on the Norwood Road Undercrossing-Stafford Road Interchange Section Project in Washington County has been found lacking in completion and adequacy with respect to the certification required regarding compliance with the Equal Opportunity (Portland Affirmative Action Plan).

In order that your bid can be considered in recommendations to the Highway Commission, it will be necessary for you to rectify errors in your certification of the Portland Affirmative Action Plan and expand the same to comply. It is requested that you contact Mr. David Glenn, Federal Liaison and EEO Engineer, immediately in order that a meeting can be held prior to August 10, 1972. He can be reached at 378-6318.

This letter is being sent to the low bidder and to the second low bidder on this project.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bc Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
C. T. Keasey
L. H. Young
David Glenn

Same letter sent to Paul I. Nelson, Co., Inc., P. O. Box 943, El Cajon, California 92022. AIR MAIL

LHY:dg/ESH:jf/FQ:dr

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AUG 1 - 1972
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7811

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 31, 1972

TO Memo to Files

FROM V. A. Boyd, Engr. Asst.

SUBJECT Bid Opening July 28, 1972

In opening bids, it was found that the low bidder, Bunyard & Pettit, on Job 31 (Norwood Rd O'xing - Stafford Rd. Interchange) had not completed the sworn statement.

This matter was discussed with Mr. Frank McKinney, Asst. Counsel for the Highway Division, it was Mr. McKinney's opinion that this was a patent error in which the Highway Commission is given the power to correct.

The low bidder, Bunyard & Pettit, was contacted by telephone and has agreed to mail in the completed form.

V. A. Boyd
Engr. Asst.

cc: F. B. Klaboe
L. I. Lindas

NOTED
L. H. YOUNG

RECEIVED
AUG 1 - 1972
FOR FILING

7811

July 31, 1972

Bunyard & Pettit
7530 N. E. Glisen St.
Portland, Oregon

Gentlemen:

The proposal you submitted on Norwood Rd. Undercrossing-Stafford Rd. Interchange Section of the Pacific Highway must have a completed sworn statement before it can be considered for award.

Will you please complete one of the enclosed "Sworn Statement" forms and return to L. H. Young, Programing Engineer, Room 207, State Highway Building, Salem, Oregon 97310.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

VB:kds

RECEIVED
JUL 27

FOR FILE

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7811

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: July 24, 1972

In reply refer to: 10-35-DA/900.1

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Implementation of Portland Area
Affirmative Action Plan

Norwood R
- Stafford Rd

The Bid Conditions setting forth affirmative action requirements for all non-exempt Federal and Federally-assisted construction contracts to be awarded in Multnomah, Clackamas, and Washington Counties are approved as set forth in your July 17 letter.

7-25-72
Hunter

NOTED
E. S. HUNTER
cc Young
Heidt

RECEIVED
JUL 26 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
JOE EDWARDS

RECEIVED
JUL 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-544

RECEIVED
FOR FILING

July 17, 1972

TO Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration

FROM A. E. Johnson
Assistant State Highway Engineer

SUBJECT Implementation of Portland Area
Affirmative Action Plan

Attached are two copies each of the Bid Proposals and Special Provisions and Supplemental Standard Specifications covering two of the three projects for which bids were called after receipt of instructions to implement the subject affirmative action plan.

Also attached are revision letters covering two of the three projects for which bid proposals were called prior to receipt of the implementation instructions.

All nonexempt Federal-aid construction projects in the plan area of Multnomah, Clackamas and Washington Counties, for which contracts will be awarded after July 10, 1972 by the Oregon State Highway Division, will contain or have been amended to contain these bid conditions setting forth the affirmative action and equal opportunity requirements.

Your review and approval of these proposed contract requirements is requested.

Attachments

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
E. S. Hunter
C. T. Keasey
L. H. Young

MDG:fr ja

LIST OF ATTACHMENTS

BID PROPOSALS and SPECIAL PROVISIONS
and SUPPLEMENTAL STANDARD SPECIFICATIONS

Norwood Road Undercrossing-Stafford Road Interchange, Pacific Highway, Washington County; drainage.

Sandy River (Brightwood) Bridge, County Road No. 26001, Clackamas County; footing protection.

REVISION LETTERS

Revision Letter No. 1, July 12, 1972; Beaverton-Progress Section; roadside improvement project.

Revision Letter No. 1, July 12, 1972; Clear Creek Bridge Section; grading, paving and structure project.

#####

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7811

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

July 13, 1972

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. Roger Sharp

Re: Construction Plans
Norwood Road U'xing-Stafford Road
Interchange Section
Pacific Highway
Washington County

Gentlemen:

Herewith are construction plans for your use in the adjustment and/or protection of your facilities on the above captioned project.

Your attention is directed to your telephone cable crossing at Station 370+65. We are planning to install a storm sewer under it as shown on the plans. Our Mr. Rumbolz will contact your Mr. Hill for a cable locate prior to actual construction.

Bids for this project will be received by the Oregon State Highway Commission on July 28, 1972.

Our Resident Engineer for this project will be Mr. J. W. Cochell, 2131 S. W. Scholls Ferry Road, Portland, Oregon 97225, telephone 229-5459. The Regional Utility Engineer is Mr. R. H. Rumbolz, P. O. Box 02157, Portland, Oregon 97202.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

RMF:dl
Enclosure
cc: Pacific Northwest Bell Telephone Company
410 N. E. Clackamas
Portland, Oregon 97232
Attn: Mr. Jim Hill

A. E. Johnson
L. W. Rulien
J. W. Cochell
R. H. Rumbolz

NOTED
A. E. JOHNSON

RECEIVED
JUL 13 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JUL 2 6 1972

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-11-72

FEDERAL AID PROJECT NO.
I-5-5(58)287

STATE PROJECT NO.
NORWOOD ROAD U'XING - STAFFORD ROAD INTERCHANGE

FROM:
G. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-717

COUNTY NAME
WASHINGTON

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

7-20-72

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
JULY 12, 1972	JULY 12, 1972	INTERSTATE ROUTE #5 / PACIFIC HIGHWAY ROUTE #1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $1,200.00 AND TEMPORARY EROSION CONTROL IN AMOUNT OF $1,500.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [X] OTHER (Specify)
  CONTRACTOR'S FLAGGING $1,200.00
  TEMPORARY EROSION CONTROL $1,500.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JULY 11, 1972 LETTER OF REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

BASED ON INFORMATION SUBMITTED IN MR. YOUNG'S JULY 11, 1972 LETTER IT HAS BEEN DETERMINED TO BE IN THE PUBLIC INTEREST TO HEREBY APPROVE A TWO WEEK ADVERTISEMENT PERIOD FOR THE SUBJECT PROJECT.

PS&E DOCUEMNTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
JULY 11, 1972	G. L. Green	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 6-68) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
JUL 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7811

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 11, 1972

TO G. L. Green, Acting Division Engineer
~~R. A. Simpson, Division Engineer~~
Federal Highway Administration

FROM L. H. Young
Programing Engineer

SUBJECT P. S. & E. Authorization Request
Norwood Rd. U'Xing-Stafford Rd. Intchge. Sec.
Project No. EHS-I-5-5(58)287

We hereby request authorization to advertise for bids to be received July 28, 1972 with a minimum advertising period of two weeks.

Complete P. S. & E. documents have been submitted to your office which include the most recent changes incorporated in the plans and specifications. No changes were made in the estimate, so please utilize the copies previously submitted.

A public interest finding is requested for the two-week advertising period because we feel the full three weeks are not necessary on this small contract which requires only standard construction methods and by receiving bids 30 days earlier than our next regular scheduled bid opening the project can be completed this construction season.

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 7i of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with paragraph 7k of PPM 21-12, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing. This statement is supported by the previously submitted right-of-way status report.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by the previously submitted utility-railroad status report.

DAR:dg

Attach.

RECEIVED
JUN 30 1972

FORM

7811

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO C. L. Green, Acting Division Engineer DATE June 30, 1972
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **P.S. & E. Authorization Request**

Complete P.S. & E. documents have been submitted to your department for the following Federal-aid Project and, accordingly, we are requesting your authorization to advertise for bids to be received on July 27 and 28, 1972.

ERS-I-5-5(58)28	**Norwood Rd. U'xing-Stafford Rd. Int. Sec.**
ERS-I-5-1(81)00	**Calif. Line-N. Grants Pass Int. Sec.**
ERS-I-5-2(72)59	**N. Grants Pass Int.-Shady Int. Sec.**
ERS-I-5-3(91)121	**Shady Int.-Goshen Int. Sec.**
I-80N-7(39)295	**Baker Valley Safety Rest Area**
I-80N-7(40)335	**Weatherby Safety Rest Area**
ERS-I-5-6(75)299	**S.W. Corbett Ave. U'xing Sec.**
U-104(4)	**Willamette River Bridge (Albany) Sec.**
ERS-F-142(9)	**Wells Creek-Jack Creek (Passing Bays) Sec.**
F-166(3)	**Park Street-Pacific Hwy. (Ashland) Sec.**
ERS-T-5001(2)	**S. Pacific Blvd.-Ferry St. (Albany) Sec.**
ERS-T-5004(3)	**4th St.-Wash. Ave. (Baker) Sec.**

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 7i of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with paragraph 7k of PPM 21-12, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing. This statement is supported by the attached right-of-way status report.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by the attached utility-railroad status report.

DAR:bb

Attach.

TRANSACTION NUMBER 6-59

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-20-72

BY (Signature): MR. YOUNG'S JUNE 15, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: [X] FAI [ ] FAP [ ] FAU [ ] FAS [ ] OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 717 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
717	EHS-1-5-5(58)287	0.0	170,000	156,800	NORWOOD ROAD UNDERCROSSING STAFFORD ROAD INTERCHANGE	INSTALL STORM SEWERS AND APPURTENANCES.

NOTED
F. B. KLABOE

6-20-72

RECEIVED
JUN 22 1972
FOR FILING
7811

REMARKS (Division)

6-22-72
Young

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		6-20-72	G.L. GREEN, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
JUN 1 7 1972
FOR FILING

7811

June 15, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

SUBJECT Program Data Submission
Project EMS-I-5-5(58)287

We are submitting program data for one project, Item No. 717, Project No. EMS-I-5-5(58)287, "Norwood Road Undercrossing-Stafford Road Interchange Section", which we desire to have included in the Federal-aid Interstate Program.

It is our present intention to receive bids for this project on July 27, 1972.

The project qualifies as "EMS" under paragraph (a) of section "Emergency Highway Safety Program" IM 30-5-71 because it is the opinion of the State Highway Division that this section of highway has a potential hazard of such magnitude to place it among the highest priority grouping to qualify under provisions of PPM 21-16, based on the fact that inundation of any of the traffic lanes of the existing facility creates an extremely hazardous condition for high speed traffic.

The project does not require public hearings under the provisions of paragraph 6c of PPM 20-8.

The project is exempt from State and District 2 Clearinghouse review and comment under working agreements dated April 28, 1970 and September 18, 1970 respectively.

The proposed corrective drainage work necessary for proper functioning of this section of Interstate highway is merely a stage of its construction and, as such, received design approval under the six lane construction accomplished under Project I-5-5(44)285 and, therefore, the requirements of PPM 20-8 for this project were complied with under said Project I-5-5(44)285.

An environmental statement is not required for the project under the provisions of PPM 90-1, as design approval of the total project is considered as having been granted when project I-5-5(44)285 was approved which was prior to January 1, 1970.

JG:js Enclosures

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

June 15, 1972

FEDERAL-AID PR (PPM 2

	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65		PRESENT	FUTURE (66)(70)	YEAR (71)
CARD 2	1	I-5 1.5 mi. S. of Jct. I-205, S. 0.50 mi.	ADT	30,500	55,500	92

	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH (74)
CARD 3	Drainage							

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Interstate	Was
	NAME OF URBAN AREA 17-31	ROUTE NO. I / FEDERAL-AID I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43)(46)	STEP	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COS TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)
1	(14-15)	(16)	41	42		53	I-5 S. 1.5 mi. Jct. I-205, S. 0.50 mi. "Norwood Rd. U'xing-Stafford Rd. Int. Sec."			
5					PE					
5					ROW					
5					CONST (CODE) Y007			0.0	170,000	156,800
							PROJECT TOTALS	0.0	170,000	156,800

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

June 15, 1972

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
. 0.50 mi. (65)	ADT	30,500	55,500 (66)	92 (70)(71)(72)	10	Oregon	35 (2)(3)	042 (4)(9)	717 (14)(18)

OUTE (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
						EHS-I- (14 23)	5-5 (7 13)	(58)	-287 (24)(26)	(27)

Interstate

COUNTY NAME: Washington — CODE: 067 (14)(16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I — FEDERAL-AID: I-5 (32) — STATE: 1 (36)(37) — U.S.: I-5 (41)

)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
Jct. .						Install storm sewers & appurtenances (e.g. manholes, inlets, etc.)
king- t. Sec."						ROW - 300' normal; Access Control - full; Parking Restrictions - complete.
	0.0	170,000	156,800	13,200		
ROJECT TOTALS	0.0	170,000 (16)(23)	156,800 (24)(33)	13,200		

REMARKS

Additional Data: Item 554; Project I-5-5(44)285

-over-

USCOMM DUSCOMM-DC 48905-P61

NORWOOD ROAD UNDERCROSSING-STAFFORD ROAD INTERCHANGE SECTION

PROJECT EHS-I-5-5(58)287

Remarks - continued

Project Data: The project consists of installing additional storm sewers, appurtenances (e.g. manholes, inlets, etc.) and incidental work common to this type of project.

NOTE: This project qualifies as "EHS" under paragraph (a) of section "Emergency Highway Safety Program" IM 30-5-71 because it is the opinion of the State Highway Division that this section of highway has a potential hazard of such magnitude to place it among the highest priority grouping to qualify under provisions of PPM 21-16, based on the fact that inundation of any of the traffic lanes of the existing facility creates an extremely hazardous condition for high speed traffic.

Clearinghouse Review: Exempt from State and District 2 Clearinghouse review and comment under working agreements dated April 28, 1970 and September 18, 1970, respectively.

Public Hearing: Not required under the provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: The proposed corrective drainage work necessary for proper functioning of this section of Interstate highway is merely a stage of its construction and as such received design approval under the 6 lane construction accomplished under Project I-5-5(44)285; therefore, the requirements of PPM 20-8 for this project were complied with under said Project I-5-5(44)285.

Environmental Statement: Not required under the provisions of PPM 90-1, as design approval of the total project is considered to have been granted when Project I-5-5(44)285 was approved for construction, which was prior to January 1, 1970.

7812 Woodson Slide Section, Lower 1972
Columbia Hwy.

RA 915 4-23-81, 6-12-81, 4-2-[illegible]

7812 files

RAILROAD COMPANIES
FILE No. 979

ROW 18-2

April 20, 1982

Mr. Don Hawkins
Real Estate Rep.
Burlington Northern Railway Co.
800 Central Building
Seattle, WA 98104

Temporary Detour Section, M.P.68
Woodson Slide
Lower Columbia River Highway
Clatsop County
ROW File 47542
ODOT Agreement No. RP[redacted]
BN Letter Permit No. 202, 900

Dear Don:

The subject Letter Permit expires again on June 17, 1982. As we have in the past years we would like to obtain a one-year extension. If you would arrange for the appropriate Letter Agreement and send it to me, I will process it and arrange for payment.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr
cc: Don Gonrowski, BN
bc: Robert Gormsen
J. B. Boyd
R. L. Schroeder
Ed Hardt
W. W. Geibel

Copied by Boyd 5-12-87 for Valerie 87 permit

11-16-87 noted in agree book for —

14812

files

STATE OF OREGON
RAILROAD & UTILITIES 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: Robert Gormsen
Commission Services

DATE: June 12, 1981

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: Temporary Detour Section, MP 68
Woodson Slide - Lower Columbia River Hwy.
Clatsop County - R.O.W. File 47542
ODOT Agreement No. RR-979

RAILROAD COMPANIES
FILE No. 979

Attached is the Highway Division's original copy of an extension to a Burlington Northern's letter permit which allows the Highway Division to use a portion of railroad right of way near Woodson, Oregon.

RDT/llr
cc: J. B. Boyd-w/copy Note: the signed voucher is attached, please arrange for payment.
R. L. Schroeder-w/copy
Ed Hardt-w/copy
W. W. Geibel-w/copy
Dick Hacek-w/copy Note: is our insurance coverage o.k.?

Noted in agree. book

#7812 fills L.

ROW 18-2

April 23, 1981

Mr. D. L. Hawkins
Real Estate Representative
Burlington Northern, Inc.
800 Central Building
Seattle, WA 98104

Temporary Detour Section, MP 68
Woodson Slide
Lower Columbia River Hwy.
Clatsop County
ROW File 47542
ODOT Agreement No. RR-979
BN Letter Permit No. 202,900

RAILROAD COMPANIES
FILE No. 979

Dear Mr. Hawkins:

Thank you for your April 13th letter indicating that the subject Letter Permit will expire on June 17, 1981. We do wish to extend the Permit.

Attached you will find both copies of a proposed Extension Letter. They have been signed by Mr. Boyd on behalf of the Department of Transportation. Also attached, you will find a Voucher which should be signed and returned to me after which our check in the amount of $300 will be forwarded to you.

Thank you for your assistance in this matter.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw
Attach.
cc: Kenny King - w/copy of letters
bc: Robert Gormsen - w/copy of letters
J. B. Boyd - w/copy of letters
R. L. Schroeder-w/copy of letters
Ed Hardt - w/copy of letters
W. W. Geibel-w/copy of letters

5-8-8
5-14-81

BURLINGTON NORTHERN

800 Central Building
Seattle, WA 98104

Mr. Roger D. Trygstad
Railroad & Utility Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

April 13, 1981

Re: Temporary Detour Section, MP 68, Woodson Slide, Lower Columbia River Highway, Clatsop County, ROW File 47542 Letter Agreement No. RR-979

Dear Mr. Trygstad:

Please refer to Letter Permit No. 202,900 covering use of a portion of our right-of-way near Woodson, Oregon, for a temporary highway detour.

This permit, previously extended, will again expire June 17, 1981.

Please advise me as to whether or not the Department of Transportation will want an additional one-year extension. Proposed Duplicate Originals of an extension are enclosed. If you want another extension, please arrange for execution of both parts by your Right-of-Way Manager, and return both parts for execution by our company. Thereafter, I will exchange one fully executed copy for your check in the amount of $300.

Sincerely,

D. L. Hawkins

D. L. Hawkins
Real Estate Representative

DLH/amc,2

RECEIVED
APR 17 1981
RR & UTILITY UNIT

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

ROW 18-2

July 29, 1980

J. J. Gordon, Manager
Property Management
Burlington Northern, Inc.
Lobby 2
Central Building
Seattle, WA 98104

Temporary Detour Section
Mile Point 68 L8
Woodson Slide
Lower Columbia River Highway
Clatsop County
ROW File 47542
Letter Agreement No. RR-979

RAILROAD COMPANIES
FILE No. 979

Dear Mr. Gordon:

Enclosed is an accepted copy of the extension of letter permit no. 202,900, covering the use of a portion of SP&S right of way near Woodson, Oregon for the one-year period from June 18, 1980 to June 17, 1981.

This extension has been approved by Mr. J. B. Boyd, Right of Way Manager, State of Oregon, Department of Transportation, Highway Division.

Attached is a Highway Division voucher which you should have signed and returned to me. Upon receipt of the signed voucher I will arrange for payment to be transmitted to your office.

Thank you for your assistance in this matter.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT:csr
Enclosure

Ada

COMMENTS:
This is on the 8/1 meeting to
Mr. Gyllum for his approval
Ada
Burns did report to Boyd too

Form 731-0002 (1/79) SP*76804-734

Form 734-3123

Department of Transportation
STATE HIGHWAY DIVISION

ROW 18-2

IN REPLY REFER TO
FILE NO

May 8, 1979

Mr. J. J. Gordon, Manager
Property Management
Burlington Northern, Inc.
Lobby 2
Central Building
Seattle, WA 98104

RAILROAD COMPANIES
FILE No. 979

Temporary Detour Section
Mile Point 68
Woodson Slide
Lower Columbia River Highway
Clatsop County
R/W File 47542
ODOT Agreement No. [redacted]

Dear Mr. Gordon:

Enclosed is an accepted copy of the extension of Letter Permit No. 202,900 covering the use of a portion of S.P. & S. right-of-way near Woodson, Oregon for the one-year period from June 18, 1979, to June 17, 1980.

This extension has been approved by Mr. J. B. Boyd, Right-of-Way Manager, State of Oregon, Department of Transportation, Highway Division.

Attached is a Highway Division voucher which you should have signed and returned to me. Upon receipt of the signed voucher, I will arrange for payment to be transmitted to your office.

Thank you for your assistance in this matter.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/seb
Enclosures
cc: R. A. Osborne, BN--Portland w/copy letter
bc: C. W. Head w/original
J. B. Boyd w/copy
R. L. Schroeder w/copy
E. L. Hardt w/copy
W. W. Seibel w/copy

This is an Jackson Report approved 5/11/79 Area

5-10-79 notified agree Dan

Form 734-3123

#7812 - C

ROW 18-2

43

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

June 1, 1976

Mr. J. J. Gordon, Mgr.
Property Management
Burlington Northern Inc.
803rd Avenue
Lobby III
Seattle, WA 98104

Attn: Mr. H. E. Hudson

Permit of Entry Voucher
Woodson Slide Section
Lower Columbia River Hwy.
Columbia County

Dear Sir:

Enclosed is a State of Oregon voucher in favor of Burlington Northern Inc. in the amount of $250 covering the cost to the State of Oregon for the Permit of Entry extension granted by Burlington Northern as outlined in your letter of May 11, 1976. This voucher is in the amount of $250. Please have this voucher signed and returned to my office so that a warrant in favor of Burlington Northern can be prepared.

The Railroad Protective Insurance as required by Burlington Northern covering this Permit of Entry will be forwarded to you as soon as it is received from the General Services Branch of the State of Oregon.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jr
Enc.

cc: BN - Portland
Seattle
St. Paul

bc: R. L. Schroeder
D. H. Moehring
J. B. Boyd
J. L. Sollis
E. L. Hardt
W. W. Geibel

RECEIVED
JUN 1 1976

Form 81-734-3123

ROW 18-2R

7814

bc: H. S. Coulter
D. H. Moehring
E. L. Hart
W. W. Giebel
J. B. Boyd
J. L. Sollis
V. E. Skoog-Attn:
Dick Hacek

OREGON STATE HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 16, 1975

Mr. J. J. Gordon, Manager
Property Management
Burlington Northern Inc.
Lobby 2
Central Bldg.
Seattle, WN 98104

Attn: Mr. H. E. Hudson

Permit of Entry
Woodson Slide Section
M.P. 68
Lower Columbia River
Columbia County

Dear Sir:

Enclosed is an executed copy of the Extension of the Letter Permit No. 202900 covering use of a portion of SP&S right of way near Woodson, Oregon, for the one-year period beginning June 18, 1975 ending June 17, 1976.

Also enclosed is a State of Oregon voucher which has to be signed by a representative of Burlington Northern and returned to us. Upon receipt of the signed voucher, a warrant in the amount of $250 will be made out in favor of Burlington Northern and forwarded to you.

An extension of the curretn railroad protective insurance has been requested and soon as the extension rider is received it will also be forwarded to you.

Thank you for the consideration you have shown to the Oregon Department of Transportation, Highway Division, in this matter.

Yours truly,

RECEIVED
MAY 16 1975
Office of
Assistant State Highway Engineer

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jk
Enc.
cc: Burlington Northern-Port.

NOTED
H.S.COULTER

Form 81-734-3123

1812

R

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

May 12, 1975

Salem, OR 97310

FILE: ROW 18-2

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: J. B. Boyd
Right of Way Engineer

B U I L D I N G

SUBJECT: Letter Permit
Woodson Slide
Columbia River Hwy.
R/W File: 47542

Attached are two copies of a Permit of Entry and Extension of Permit No. 202900 granted to the State of Oregon by the Spokane, Portland and Seattle Railway for right of way near Woodson, Oregon covering the Woodson Slide. This extends the existing permit to June 17, 1976, subject to the terms, conditions and provisions of the original permit. The consideration for this extension will be $250.00.

Please have this permit executed by Mr. Klaboe and return to me for transmission to Burlington Northern. It will also be necessary to prepare a warrant in favor of the Burlington Northern Railroad in the amount of $250 covering the term of the extension of the permit.

JEC:jk
Attach.

cc: F. B. Klaboe
J. L. Sollis
D. H. Moehring
E. L. Hardt
W. W. Geibel

NOTED
MARIE STEPHENS

RECEIVED
STATE HWY ENGR
MAY 12'75
REF TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

18120 file 47542 R

BURLINGTON NORTHERN

INDUSTRIAL DEVELOPMENT AND
PROPERTY MANAGEMENT

Lobby 2
Central Building
Seattle, Washington 98104
Telephone (206) 624-1900

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

May 2, 1975

Attention: Mr. J. E. Chibsey
Railroad and Utility Engineer

Gentlemen:

Re: Permit of Entry - Woodson Slide Section - M.P. 68
Lower Columbia River Highway - Columbia County

Pursuant to your request of April 17, 1975, please be advised that Burlington Northern Inc. is willing to extend the term of Letter Permit No. 202900 covering use of a portion of SP&S right-of-way near Woodson, Oregon for the one year period beginning June 18, 1975 and ending June 17, 1976, subject to all the terms, conditions and provisions of said permit. The consideration for this extension is $250.

Please indicate your acceptance of this extension by having the attached copy of this letter signed and returned to this office.

Sincerely yours,

J. J. Gordon
Manager - Property Management

H. E. Hudson

By: H. E. Hudson
Senior Real Estate Representative

OREGON STATE HIGHWAY DIVISION

BY: J B Klabo

DATE: 5-14-75

NOTED
C. W. HEAD

7812

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 25, 1974

Burlington Northern Inc.
820 Central Building
Seattle, Washington 98104

Attention: Harry E. Hudson

RE: Permit of Entry
Woodson Slide Section
RRMP 68
Lower Columbia River Highway
Columbia County

Dear Sir:

Enclosed for your files is one copy of the completed Extension Agreement of Letter Permit No. 202,900 covering a portion of SP&S right of way near Woodson, Oregon, for the one-year period beginning June 18, 1974, and ending June 17, 1975.

The extension has been signed by Mr. F. B. Klaboe, Administrator and State Highway Engineer for the State of Oregon, by and through its Department of Transportation, Highway Division.

Payment to Burlington Northern in the amount of $500 covering the extension of the permit of the year ending June 17, 1974, and for the period of June 18, 1974 to June 17, 1975, will be forwarded to you shortly.

In conformance with Mr. H. F. Moy's letter of June 21, 1974, I have taken steps to have the Holland American Insurance Company Policy H-82029, providing SP&S and BNI railroad protective coverage in the area of the permit, to be extended through the period of the new permit extension. As soon as this policy extension is received, it will be forwarded to your Portland office for their records.

I would like to thank you for the consideration you have shown the Oregon State Highway Division in granting this and the other extensions necessary for our highway detour through this area.

Yours truly,

J. E. Chidsey, P. E.
Railroad and Utility
Engineer

JEC:rk
cc: Burlington Northern
Portland, Oregon
St. Paul, Minnesota

NOTED
C. W. HEAD

47542 2b

BURLINGTON NORTHERN

INDUSTRIAL DEVELOPMENT AND
PROPERTY MANAGEMENT

820 Central Building
Seattle, Washington 98104
Telephone (206) 624-1900

May 29, 1974

Utility Unit
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. J. E. Chidsey, Railroad & Utility Engineer

Gentlemen:

Re: Permit of Entry - Woodson Slide Section - M.P. 68 Lower Columbia River Highway - Columbia County

Pursuant to your request of April 16, 1974, please be advised that Burlington Northern Inc. is willing to extend the term of Letter Permit No. 202,900 covering use of a portion of SP&S right of way near Woodson, Oregon, for the one-year period beginning June 18, 1974 and ending June 17, 1975, subject to all the terms, conditions and provisions of said permit.

We cannot find in our records a payment of $250 for extension of the permit for the year ending June 17, 1974 and if your records verify this please forward check in amount of $500 for that year and the current extension.

Please indicate your acceptance of this extension by having the attached copy of this letter signed and returned to this office.

Sincerely,

J. J. Gordon
Manager, Property Management

By: H. E. Hudson
Harry E. Hudson
Senior Real Estate Representative

HEH/fm

File: Woodson, Ore. - 202,900

EXTENSION ACCEPTED:

OREGON STATE HIGHWAY DIVISION

By: _____
Title

Date: 6/12/74

ASST. ATTORNEY GENERAL

NOTED
J. E. CHIDSEY

47812

June 24, 1974

Mr. J. B. Boyd
Right of Way Engineer

C. W. Head
Commission Services

File 47542

Attached for further handling are two fully executed copies of a letter agreement from Burlington Northern for a Permit of Entry extension covering the Woodson Slide Section of the Lower Columbia River Highway in Columbia County.

Please return one of the fully executed letter agreements to this office for the Transportation Commission's files.

fkn

Encl.

BURLINGTON NORTHERN

INDUSTRIAL DEVELOPMENT AND
PROPERTY MANAGEMENT

820 Central Building
Seattle, Washington 98104
Telephone (206) 624-1900

May 29, 1974

Utility Unit
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. J. E. Chidsey, Railroad & Utility Engineer

Gentlemen:

Re: Permit of Entry - Woodson Slide Section - M.P.
68 Lower Columbia River Highway - Columbia County

Pursuant to your request of April 16, 1974, please be advised that Burlington Northern Inc. is willing to extend the term of Letter Permit No. 202,900 covering use of a portion of SP&S right of way near Woodson, Oregon, for the one-year period beginning June 18, 1974 and ending June 17, 1975, subject to all the terms, conditions and provisions of said permit.

We cannot find in our records a payment of $250 for extension of the permit for the year ending June 17, 1974 and if your records verify this please forward check in amount of $500 for that year and the current extension.

Please indicate your acceptance of this extension by having the attached copy of this letter signed and returned to this office.

Sincerely,

J. J. Gordon
Manager, Property Management

By: H. E. Hudson
Harry E. Hudson
Senior Real Estate Representative

HEH/fm

File: Woodson, Ore. - 202,900

EXTENSION ACCEPTED:

OREGON STATE HIGHWAY DIVISION

By: Isl E.b. Klaboe Date: 6/17/74
Title

Asst. ATTORNEY GENERAL

NOTED
J. E. CHIDSEY

7812

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

May 31, 1974
Salem, OR 97310

To: J. B. Boyd
Right of Way Engineer

B U I L D I N G

SUBJECT: Extension of Letter Permit No. 202,900
Woodson Slide Section
Railroad M.P. 68
Lower Columbia River Highway
Columbia County

Attached are two copies of a letter granting the State an extension of a Permit of Entry, Letter Permit No. 202,900, covering the use of a portion of SP & S right of way near Woodson, Oregon, on the Lower Columbia River Highway for the period beginning June 18, 1974 and ending June 17, 1975, subject to all the terms, conditions and provisions of the original permit. This permit extension has been requested by the Region I Engineer.

Please submit this permit extension to the Administration for their review, approval and signature and then have both copies returned to me and I will forward an executed copy to Burlington Northern.

Paragraph 2 of this Permit Extension indicates that Burlington Northern has not received payment of $250 for the extension of the permit for the year ending June 17, 1974. The sum of $250 per year for this permit is stipulated in the original Permit of Entry. Upon execution of this extension of the Permit of Entry it will be necessary to send to Burlington Northern a check in the amount of $500 for the rental on the property for the two year period.

J. E. Chidsey
Railroad & Utility Engineer

JEC:jrk
Enc.

cc: F. B. Klaboe
H. S. Coulter
D. H. Moehring w/copy ltr.
V. E. Skoog "
E. L. Hardt "
H. E. Woodward "

RECEIVED
JUN 3 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

BP 52478-734

#7812

BURLINGTON NORTHERN

Portland, Oregon
May 17, 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

ATTENTION: Mr. J. E. Chidsey, P.E.
Railroad and Utility Engineer

Re: Woodson Slide Section, RR MP 68
Lower Columbia River Highway.

Gentlemen:

The railroad is agreeable to extending for a period of one year Letter Permit No. 202,900, granting to the Highway Division the right to use a portion of Spokane, Portland and Seattle Railway right of way in the area of the railroad's seventh subdivision milepost 68 near Woodson, to accommodate the detour of your Lower Columbia River Highway in Columbia County. Your latest extension will expire June 17, 1974. Your insurance is good through July 19, 1974.

I am giving copy of your letter of April 16 and copy of this letter to Mr. Harry E. Hudson, our Senior Real Estate Representative in Seattle, and you should look to him for the necessary instrument extending the current permit.

Very truly yours,

H. F. MOY
Director, Engineering

WVC/pak

cc-Mr. Harry E. Hudson
Senior Real Estate Rep.
Seattle.

xc: H.S. Coulter
D.H. Hoeltzel
J.L. Sullis
E.C. Hardt
H.E. Woodward
R.H. Pamplin

RECEIVED
MAY 21 1974
Office of
Assistant State Highway Engineer

RECEIVED
MAY 20 1974
UTILITY UNIT

NOTED
H.S. COULTER

NOTED
J.E. CHIDSEY

#7812 ~

bc: H. S. Coulter
D. H. Moehring
J. L. Sollis
E. L. Hardt
H. E. Woodward
R. H. Rumbolz

S

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 16, 1974

Burlington Northern Inc.
1101 N.W. Hoyt St.
Portland, OR 97207

Attn: H. F. Moy

Woodson Slide Section
Railroad M.P. 68
Lower Columbia River Highway
Columbia County

Dear Sir:

I have been requested by Mr. G. N. Hopkins, Regional Maintenance Engineer, of Region I, which is in charge of the Lower Columbia River Highway in the vicinity of the Woodson Slide Section at Railroad Mile Point 68 in Columbia County, to ask for an extension, of one year on our existing Permit of Entry covering our detour at this point. Mr. Hopkins states that during this past winter on two occasions a slide occurred at this location. Both of these slides were large enough to have closed the highway if the detour had not been in place and it is felt that the potential for another slide still exists.

We currently have railroad protective insurance in Burlington Northern's favor which covers through the period of July 19, 1974. Prior to the expiration of this insurance we will extend it for one additional year, if you grant our request for the extension of the Permit of Entry.

Yours truly,

J. E. Chidsey, P.E.
Railroad & Utility Engineer

JEC:jrk

cc: Burlington Northern Inc.
Seattle
St. Paul

NOTED
H.S. COULTER

RECEIVED
APR 16 1974
Office of
Assistant State Highway Engineer

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

S

FORM E-30 7812

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

NOTED
H. S. COULTER

DATE April 15, 1974

TO Mr. D. H. Moehring
Maintenance Engineer

FROM G. N. Hopkins
Regional Maintenance Engineer

SUBJECT Detour
Woodson Slide Section
Highway 2W MP 68.0

This past winter, on two occasions, a slide occured at subject location. Both were large enough to have closed the highway if the detour had not been in place. The potential for another slide still exists.

Please obtain railroad approval for a one year extension. This extension would extend from July 19, 1974 to July 19, 1975.

Currently the railroad protective insurance extends to July 19, 1974.

K

RECEIVED
APR 16 1974
Office of
Assistant State Highway Engineer

GNH/b
cc H. S. Coulter
J. E. Chidsey
W. W. Geibel

7812

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

July 13, 1973

Burlington Northern Inc.
1101 NW Hoyt Street
Portland, OR 97207

Mr. H. F. Moy

7812

Woodson Slide Section
Railroad M.P. 68
Lower Columbia River Highway
Columbia County

Dear Sir:

I have been informed by our District Engineer that the detour at Railroad M.P. 68 on the Lower Columbia River Highway was closed and traffic restored to the original highway alignment at 11:20 am on July 2, 1973. The detour road has been left in place and can be ready for service on short notice if it is required.

As you are aware, a Permit of Entry covering this detour has been extended to July 17, 1974, and the Railroad Protective Insurance as required has been extended also. If the original highway alignment goes through the winter without sustaining any additional slide damage, the detour will be removed prior to the expiration of the Permit of Entry, as provided in Section 6 of the original Permit of Entry.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

NOTED
H.S.COULTER

JEC:jly

RECEIVED
JUL 16 1973
Office of
Assistant State Highway Engineer

cc: Burlington Northern Inc. - Seattle
Burlington Northern Inc. - St. Paul

bc: H. S. Coulter
D. H. Moehring
J. L. Sollis
L. E. George
L. W. Rulien
H. E. Woodward
R. H. Rumbolz

7812

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

June 28, 1973

Mr. Harry E. Hudson
Senior Industry Representative
Burlington Northern Inc.
820 Central Building
Seattle, WA 98104

7812

Permit of Entry
Woodson Slide Section
M.P. 63
Lower Columbia River Highway
Columbia County
Your File: Woodson, Oregon 202,900

Dear Mr. Hudson:

Enclosed is an executed copy of the extension of the Permit of Entry on the Woodson Slide Section at M.P. 68 on the Lower Columbia River Highway in Columbia County, for the one year period beginning June 18, 1973, and ending June 17, 1974. Arrangements have been made for the extension of the railroad protective insurance as required by the original Permit of Entry. Notification of the extension of this insurance should be reaching your company in the near future.

I wish to thank you for the consideration you have shown to the Oregon State Highway Division in this matter.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

NOTED
H.S. COULTER

JEC:jly
Enc.

cc: Burlington Northern Inc. - Portland
Burlington Northern Inc. - St. Paul

bc: H. S. Coulter
C. W. Head w/enc.
D. H. Moehring "
J. L. Sollis "
L. W. Rulien "
H. E. Woodward "
R. N. Rumbolz "

RECEIVED
JUN 29 1973
Office of
Assistant State Highway Engineer

BURLINGTON NORTHERN

INDUSTRIAL AND REAL ESTATE
DEVELOPMENT DEPARTMENT

820 Central Building
Seattle, Washington 98104
Telephone (206) 624-1900

Utility Unit
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

June 21, 1973

Attention: Mr. J. E. Chidsey, Railroad and Utility Engineer

Re: Permit of Entry - Woodson Slide Section - M. P. 68
Lower Columbia River Highway - Columbia County

Gentlemen:

In compliance with your letter of May 8th, please be advised that Burlington Northern Inc. is willing to extend the term of Letter Permit No. 202,900 covering use of a portion of SP&S right of way near Woodson, Oregon, for the one-year period beginning June 18, 1973 and ending June 17, 1974, subject to all the terms, conditions and provisions of said permit.

Please indicate your acceptance of this extension by having the attached copy of this letter signed and returned to this office.

Sincerely,

H. E. Hudson

HARRY E. HUDSON
Senior Real Estate Representative

HEH:ja

File: Woodson, Ore. - 202,900

EXTENSION ACCEPTED:

OREGON STATE HIGHWAY DIVISION

By: H. Chidsey
(Title) Asst Hwy Engr.

Date: 6-28-73

RECEIVED
JUN 25 1973
UTILITY UNIT

7812

5

June 20, 1973

Mr. Bill Reagan
Dept. of General Services
1227 Ferry Street
Salem, Oregon 97310

RE: Extension of Railroad
Protective Liability Ins.
(Burlington Northern, Inc.)
Holland American Policy #R-82029
Woodson Slide Section - 7812
RR M.P. 68
Lower Columbia River Highway
Columbia County

Dear Mr. Reagan

Please arrange for the extension of Holland American Policy #R-82029, which expired on June 17, 1973, issued in the name of the Burlington Northern, Inc. This policy is being provided to the railroad by the Oregon State Highway Division in conformance with an agreement with them dated July 6, 1972, calling for the State to furnish this insurance.

The original agreement expired on June 17, 1973, but at our request it was extended an additional year until June 17, 1974, and the insurance extension will be required as a result.

This insurance policy was acquired through March & McLennan, Inc., in Portland, Oregon.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. M. Graham, Assistant Secretary

JEC:jly:ks

cc Burlington Northern, Inc.
P. O. Box 571
Portland, Oregon 97207

bc A. E. Johnson
H. S. Coulter
D. H. Moehring
J. B. Boyd
J. E. Chidsey
L. W. Rulien
H. E. Woodward

7812

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

May 8, 1973

Mr. Richard D. Larsen
Regional Manager, Real Estate
Burlington Northern
820 Central Building
Seattle, WA 98104

#7812

NOTED
A. E. JOHNSON

Letter Permit No. 202,900
Woodson Slide Section
Railroad M.P. 68
Lower Columbia River Highway
Columbia County

Dear Mr. Larsen:

On May 3, 1973, your office wrote to us requesting advice as to whether Letter Permit No. 202,900 on the Woodson Slide Section, which expires on June 17, 1973, will require an extension or if it should be terminated. This matter has been reviewed and it is hereby requested that this permit be extended for one additional year.

This extension is requested so that the slide area can be observed over another winter to determine if it has stabilized to the point where the detour will no longer be required. If it is determined that the slide has stabilized, we will then remove the detour next spring and the permit will no longer be required.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

RECEIVED
STATE HWY ENGR
MAY 8 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

JEC:jly

cc: Burlington Northern - Portland

bc: A. E. Johnson
H. S. Coulter
D. H. Moehring
L. W. Rulien
H. E. Woodard

BURLINGTON NORTHERN

7812

INDUSTRIAL AND REAL ESTATE
DEVELOPMENT DEPARTMENT

820 Central Building
Seattle, Washington 98104
Telephone (206) 624-1900

May 8, 1973

Oregon State Highway Division
Utility Unit
Highway Building
Salem, Ore. 97310

ATTENTION: Mr. T. W. Litchfield, Railroad & Utility Engineer

Gentlemen:

Letter Permit No. 202,900 covering use of a portion of SP&S right of way near Woodson, Oregon, covering maintenance of a temporary highway detour, will expire on June 17, 1973.

Please advise prior to the foregoing date as to whether your use of the right of way will be completed or if an additional extension of the permit should be arranged.

Yours very truly,

RICHARD D. LARSON
Regional Manager
Real Estate

Katherine Johnson
By: Katherine Johnson
Lease Clerk

xc: A.E. Johnson
H.S Coulter
D.H Mocherny
L.W Rehen
H E Woodward

5-7-73
Please advise if extension is required.

RECEIVED
STATE HWY ENGR
MAY 7 73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
MAY - 7 1973
UTILITY UNIT

5-8-73
Lindsey:
Please ask for 1 yr extension in case we have slide troubles next Winter etc.

cy- Coulter
Mocherny
Rehen
Woodward
5-8-73

RECEIVED
JAN 1973

FOR FILING

RECEIVED
STATE HWY ENGR
JAN 3 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING 7812 • SALEM, OREGON • 97310 378-6511

January 2, 1973

Burlington Northern Inc.
1101 NW Hoyt Street
Portland, OR 97207

ATTENTION: Mr. H. F. Moy
Regional Manager of Engineering

RE: Railroad Protective Insurance
Woodson Slide Section
M.P. 68
Lower Columbia River Highway
Columbia County
Your File: Woodson

Gentlemen:

This is in reply to your letter dated December 27, 1972, wherein you request an extension of Pacific Indemnity Company Policy No. LRF-11143, which expired December 15, 1972.

On December 29, 1972, I contacted Mr. J. A. Ashley of Marsh & McLennan, Inc., our insurance carrier, and he assures me that the policy has been extended from December 15, 1972 to June 17, 1973, as I requested in my letter to Marsh & McLennan, dated November 22, 1972.

Mr. Ashley also indicated that he will send you the insurance policy and extension immediately.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:jly

cc: J. A. Ashley - Marsh & McLennan, Inc. - Portland
H. E. Hudson - BNI - Seattle
bc: P. B. Klaboe - w/att copy of BNI letter
R. N. Bothman " "
J. L. Sollis " "
L. W. Rulien " "
H. E. Woodward " "
R. H. Rumbolz " "

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 N.W. Hoyt Street
P. O. Box 571
Portland, Oregon 97207
Telephone (503) 228-9111

December 27, 1972

Oregon State Highway Division
Highway Division
Salem, Oregon 97310

ATTENTION: Mr. T. W. Litchfield
Railroad and Utility Engineer

RE: Permit of Entry Woodson Slide
Section of Lower Columbia River
Highway in Columbia County.

Gentlemen:

I am reminding you once again of the State's failure to comply with the terms of Burlington Northern Permit No. 202,900, dated July 6, 1972, covering detour around the Woodson slide on the Lower Columbia River Highway in Columbia County. I am referring specifically to the insurance requirements of this permit. Pacific Indemnity Company policy No. LRP-11143 expired December 15, 1972. Unless this insurance is furnished immediately, we will have to give further consideration to your request for an extension of the existing permit. I would appreciate a response by return mail.

Very truly yours,

H. F. Moy

H. F. MOY
Regional Manager Engineering

WVC/nrs

File: Woodson

RECEIVED
DEC 29 1972
UTILITY UNIT

RECEIVED
[illegible]
FOR FILING

RECEIVED
STATE HWY ENGR
DEC 18 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

7412

December 15, 1972

Burlington Northern Inc.
Industrial and Real Estate
Development Department
820 Central Building
Seattle, WA 98104

NOTED
F. B. KLABOE

ATTENTION: Mr. Harry E. Hudson

RE: Permit of Entry
Woodson Slide Section
M. P. 68
Lower Columbia River Highway
Columbia County

Gentlemen:

Herewith you will find your executed counterpart of your letter dated December 12, 1972, which extends the Permit of Entry dated July 6, 1972 from December 17, 1972 to June 17, 1973.

This extension was signed by Mr. F. B. Klaboe, Deputy State Highway Engineer, on December 15, 1972.

We sincerely appreciate your cooperation in this matter.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:jly

cc: H. F. Moy w/copy of extension
BNI - Portland

bc: F. B. Klaboe w/orig. extension
A. E. Johnson w/copy of extension
R. N. Bothman "
L. I. Lindas "
L. W. Rulien "
H. E. Woodward "
R. H. Rumbolz "

BURLINGTON NORTHERN

INDUSTRIAL AND REAL ESTATE
DEVELOPMENT DEPARTMENT

820 Central Building
Seattle, Washington 98104
Telephone (206) 623-5560 or 624-1900

December 12, 1972

Utility Unit
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

ATTENTION: Mr. T. W. Litchfield, Railroad and Utility Engineer

Re: Permit of Entry - Woodson Slide Section - M. P. 68
Lower Columbia River Highway - Columbia County

Gentlemen:

In compliance with your letter of Sept. 27th, please be advised that Burlington Northern Inc. is willing to extend the term of Letter Permit No. 202,900 covering use of a portion of SP&S right of way near Woodson, Oregon, for the six month period beginning December 18, 1972 and ending June 17, 1973, subject to all the terms, conditions and provisions of said permit.

Please indicate your acceptance of this extension by having the attached copy of this letter signed and returned to this office.

Yours very truly,

H. E. Hudson

HARRY E. HUDSON
Sr. Real Estate Representative

EXTENSION ACCEPTED:
OREGON STATE HIGHWAY DIVISION

By: [signature]
Title:

Date: 12-15-72

RECEIVED
DEC 14 1972
UTILITY UNIT

RECEIVED
NOV 15 1972
MAIL ROOM

7812

November 15, 1972

Wells-Reed-Wood-West Company
412 Failing Building
Portland, Oregon 97204

Gentlemen:

On October 2, 1972, we wrote to you concerning release of final payment on Contract No. 7812 awarded to Fred H. Sletz Company for the Vaudom Slide Section of the Lower Columbia River Highway in Columbia County.

Final payment on this contract is $46,268.65, which is the total contract amount.

Very truly yours,

C. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

dz

cc Fred H. Sletz Company
P. O. Box 19230
Portland, Oregon 97219

Great American Insurance Co.
Pacific HO Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

bc C. T. Keasey
Walt Hart
V. E. Shoog
Attn: W. L. Monner
L. W. Rullen

RECEIVED
OCT 2 - 1972

OREGON STATE HIGHWAY DIVISION

7812

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 28, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7812 . **Work Completed** September 26, 1972

Project Woodson Slide

Highway Lower Columbia River **County** Columbia

Type of Work Shoulder Barrier and Fencing

Contractor Fred H. Slate Company

Recommended Acceptance Date September 27, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 31, 1972 for your formal concurrence.

VG:bb
cc: Cecil Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7812

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

September 27, 1972

Burlington Northern Inc.
Industrial and Real Estate Development Department
820 Central Building
Seattle, Washington 98104

Re: Permit of Entry
Woodson Slide Section
M.P. 68
Lower Columbia River Highway
Columbia County
Your File: SP&S Woodson, Ore.

ATTENTION: Mr. Harry E. Hudson
Senior Real Estate Representative

NOTED F. B. KLABOE

Gentlemen:

With my letter dated July 12, 1972, I returned to you the executed counterpart of a permit of entry which granted the State permission to occupy your property at the above captioned location for a period of one year from December 17, 1971.

Since that time, it has been found desirable to keep the detour in place through the spring of 1973. Therefore, we request the one year stated in line 4 of paragraph 2 on page 1 be changed to 18 months, which will extend this permit of entry to June 17, 1973.

Please also note that paragraph 6 on page 2 mentions a "nine month period". This should have been changed to "one year" at the time of our execution of the permit and we wish this to be changed to 18 months also.

Your cooperation in granting this extension will be very much appreciated.

Very truly yours,
ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: Mr. H. F. Moy- BNI- Portland
F. B. Klaboe
R. N. Bothman
L. I. Lindas
L. W. Rulien
H. E. Woodward
R. H. Rumbolz

RECEIVED
STATE HWY ENGR
SEP 28 '72
REFER TO
FOR
Route | Invest | R/D | D/R | Sten | Act | File

7812

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Woodson Slide M.P. 68		WEEK ENDING: Sept. 22, 1972
		SECTION PREFIX: 5-1116
HIGHWAY: Lower Columbia River		COUNTY: Columbia
NAME OF JOB: Woodson Slide M.P. 68	KIND OF WORK: Grading	
CONTRACTOR: Fred H. Slate Co.	CONTRACT NUMBER: 7812 Account #201	FEDERAL AID PROJECT NUMBER: ----
DATE OF CONTRACT: August 1, 1972	DATE WORK STARTED: August 7, 1972	ESTIMATED COMPLETION DATE: ----
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS ----	CALENDAR DAYS USED ----
	SPECIFIED COMPLETION DATE ----	PERCENT OF TIME ELAPSED ----
PROJECT AUTHORIZATION: $ 110,000.00 Inclusive		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
~~EXCESS~~ OF ENGINEERING: $ 110,000.00	ENGINEERING ~~AUTHORIZED~~ $ 3,542.00	
ESTIMATED COST OF COMPLETED PROJECT, ~~EXCLUSIVE~~ OF ENGINEERING Inclusive: $ 49,810.85	ENGINEERING COST TO DATE $ 3,542.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 45.3%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 54.7 %	PERCENT OF AUTHORIZATION 100 %	DATE PROJECT WAS COMPLETED: Sept. 6, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0				
MILES PARTIALLY COMPLETED	0				
MILES COMPLETED	0				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	50,000				
TOTAL QUANTITIES CORRECTED TO DATE	48,000				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	48,000				
AVERAGE DAILY QUANTITIES	0				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17	Fair			
MONDAY 18	Cloudy			
TUESDAY 19	Showers			
WEDNESDAY 20	Showers			
THURSDAY 21	Rain			
FRIDAY 22	Showers			
SATURDAY 23				

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 17	
MONDAY 18	NO WORK
TUESDAY 19	NO WORK
WEDNESDAY 20	NO WORK
THURSDAY 21	NO WORK
FRIDAY 22	NO WORK
SATURDAY	

REMARKS

Final work Bills were checked & Submitted to Region office Sept. 21, 1972.

FINAL WEEKLY REPORT FOR THIS PROJECT.

cc: Construction (2)
Region Office
D. Haller
H. Woodward
File

SIGNED James W. Cochell LOCATION Sylvan
James W. Cochell

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
AUG 21
FOR FILING

FRED C. REED
WALTER T. DAVOL
J. CLINTON DAVIS
MALCOLM W. REED

Since 1888

WELLS-REED-WOOD-WEST Co. INSURANCE

415 MORGAN BUILDING ■ PORTLAND, OREGON 97205 ■ PHONE: 226-1651

August 18, 1972

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Re: Contract No. 7812 - Woodson Slide -
Lower Columbia River Highway -
Fred H. Slate Co.

Dear Floyd:

Yesterday we forwarded a $110,000 performance bond, together with an invoice for $165, which your letter of August 16 to the contractor indicated the State would pay.

We regret that we made an error in the computation of the premium. This is a cost-plus project and takes a lower premium than usual. However, we were too low, and the proper premium is $275 as per the enclosed revised billing. Would you please, therefore, substitute the enclosed invoice for the one forwarded with the bond.

Thanks for your assistance and our apologies for causing you this extra work.

Very truly yours,

WELLS-REED-WOOD-WEST Co.

Fred C. Reed (88)

Fred C. Reed

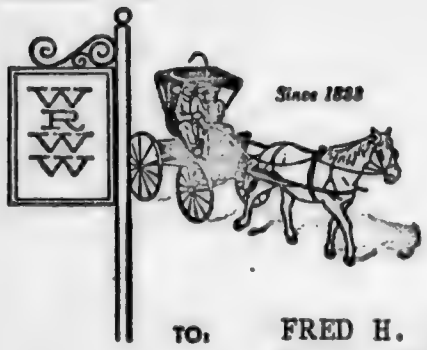
FCR:gg

Encl.

NOTED
FLOYD QUERY

8-21
Original to Carl Williams-Maint
76

RECEIVED
AUG 21 1972
OREGON
STATE HIGHWAY COMMISSION



WELLS-REED-WOOD-WEST CO. INSURANCE

415 MORGAN BUILDING • PORTLAND, OREGON 97205 • PHONE: 226-1651

DATE: 8/18/72

TO: FRED H. SLATE CO.
P. O. BOX 19238
PORTLAND, OREGON 97219

"REVISED BILLING"

BILL TO:
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

FCR

COMPANY	NUMBER	DATE	COVERAGE AND LOCATION	PREMIUM
Gr. Amer.	B# 5579475	8/17	$110,000 - Contract Agreement No. 7812 - Woodson Slide near M.P. 68, Lower Columbia River Highway	275.00
		gg	FROM 8/17/72 TO 8/17/73	

RECEIVED
AUG 21 1972
OREGON
STATE HIGHWAY COMMISSION

Paul O. Glesey/Adcrafters

PREMIUMS ARE DUE ON EFFECTIVE DATE. NOTIFY IMMEDIATELY IF CREDIT TERMS ARE DESIRED.

RECEIVED
AUG 17 1972
FOR FILING

7812

August 16, 1972

Fred H. Slate Company
P. O. Box 19238
Portland, Oregon 97219

Gentlemen:

Attached is an executed copy of Contract Agreement No. 7812 for work on the Woodson Slide near M.P. 68 on the Lower Columbia River Highway.

Paragraph (f) of Special Provisions requires the contractor to provide a performance bond in the amount of $110,000.

We have attached two of our regular performance bond forms and ask that you have them executed by your surety and return one copy to us.

I think it may have been explained to you that the bond is required for legal reasons and that the State will pay the premium for the $110,000 performance bond.

Have your surety send the billing for the bond to this office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:kl

Attachments
bc L. H. Young
Attn: Vince Gallagher
R. N. Bothman
L. W. Rulien
V. E. Skoog
C. T. Keasey

AUG 18 1972
FOR FILING

FORM E-30 (REV. 10-69)
7312

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: August 16, 1972

To: MEMO TO THE FILE

FROM:

L. W. Rulien
Regional Engineer

SUBJECT: Woodson Slide Inspection

On Monday, August 14, I made an inspection of the Woodson slide correction project with Jim Cochell. We walked upon the slide to where two cats were working material out from the upper limits of the slide and attempting to work these materials down to a point where a bench could be developed. This work had not yet progressed too far along; however, there was nothing in evidence in the floor suitable for a bench. The floor in the center of the area was multi-colored clay with some water in evidence. This operation will continue and we will jump out and leave a bench if we get into a material that looks sufficiently competent. I emphasize our desire for a bench in order to break up what would otherwise be a very high, steep cut slope.

LWR/cr
cc L. P. Shaw
R. N. Bothman
James Cochell
H. E. Woodward
Dan Gano - Please make an inspection and favor me with your views.

RECEIVED
AUG 17 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG 22 1972
FOR FILING

Files

ORIGINAL
Return to Secretary

7812

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9,1972

CONTRACT 7812

SUBJECT: Woodson Slide, MP 68
Lower Columbia River Highway

To: L. P. Shaw
ASST. STATE HIGHWAY ENGINEER

B U I L D I N G

Work has already begun on this slide in order to re-establish traffic on the normal alignment, eliminate the shoo-fly detour on railroad property, and safeguard vehicles from any more intrusions of mud and rock.

A State Force Order for $110,000 has been approved for the negotiated contract portion of the work. This contract covers the furnishing of equipment and expertise to remove potential slide material from its precarious perch above the roadway.

The Maintenance Section has prepared an agreement to cover this contract portion of the repair work.

This agreement has been executed by James N. Leinbach, Partner of Fred H. Slate Co. A space is provided for the Commission Secretary to sign on behalf of the State Highway Division.

Please be informed that L. W. Rulien and C. M. Williams have agreed that the State pay the premium on the $110,000 performance bond required under the Special Provisions (paragraph "F").

If this document is in order, please have it signed and copies distributed to L. W. Rulien, Accounting, Programming, Maintenance, Fred H. Slate Co., and any others concerned.

RECEIVED
AUG 10 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

Carl M. Williams
Maintenance Services Engineer

CMW:mlp

Form A-100—8M

RECEIVED
AUG 3 - 1972
FOR FILE

7812

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Woodson Slide, MP 68.0 Date August 4, 19 72

Highway Lower Columbia River Highway Contract No. 7812 F. A. Project No. --

County Columbia Prefix 5-1116 Account No. 222

Description of Work To Be Done:

Furnish and install concrete shoulder barrier for roadbed protection.

Furnish and install chain link fence for roadbed protection.

Remove detour.

Restore roadbed.

Location by Station Numbers:

490-500 MP 68

Estimate of Quantities and Costs:

Labor	$12,000
Equipment	3,000
Materials	25,000
	$40,000

RECEIVED
AUG 4 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

Explanation:

Necessary to alleviate slide condition and restore Lower Columbia River Highway to its permanent location, and protect permanent location. Work to be performed by State Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including

$..... for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: James Cochell
Resident Engineer

Approval Recommended: .....
Construction Engineer or Bridge Engineer

Approval Recommended: L. W. Rulien
Division Engineer

Approved: ORIGINAL SIGNED LLOYD P. SHAW
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

CONTRACT AGREEMENT

Woodson Slide
MP 68.0
Lower Columbia River Highway No. 2-W
Approximately Six Miles West of Clatskanie
Overall Length - 0.14 Mile

This agreement is being entered into under ORS 366.445.

A portion of the Lower Columbia River Highway is blocked and two-way traffic is detoured over temporary alignment that encroaches on railroad right-of-way.

This agreement is to cover work on a Force Account basis. Standard Specifications for Highway Construction, 1970 Edition will apply.

Scope of Project:

Contractor will furnish the necessary equipment, manpower and superintendence to remove approximately 50,000 cubic yards of material to restore the alignment and grade as designated by the engineer.

Estimated Quantities:

Labor	$ 50,000
Equipment	57,000
Materials	3,000
Total	$110,000

Estimated Time:

Begin	August 7, 1972
Complete	September 30, 1972

Type of Project:

Equipment, men and materials to be furnished by the contractor and paid for on a force account basis as provided in Section 109 of the Standard Specifications for Highway Construction, 1970.

Special Provisions:

(a) Contractor will be reimbursed for all labor except timekeeper, mechanic and service personnel at 100% of recognized prevailing rates, plus allowance for payroll taxes, plus 20%. Labor will include supervision and flagmen.

(b) All equipment to be furnished at force account rates as specified in rental rates published September 1, 1970 plus 12-1/2%.

(c) All materials and supplies ordered by the Engineer will be supplied at invoice cost plus 15%.

(d) All equipment move-in costs will be paid at commercial rates on individual invoices. No add-on costs.

All equipment move-out costs will be equal to the move-in costs.

(e) Any special railroad protective insurance required shall be paid by the State. No add-on costs.

(f) The contractor shall provide a performance bond in the amount of $110,000.

(g) The contractor shall furnish proof on non-discrimination as required by Title VI, Civil Rights Act of 1969.

(h) The State will obtain all necessary easements, agreements on right-of-way for the grading activity, including a disposal area.

Contractor Fred H. Slate Company	Floyd Query Commission Secretary
Date _____	Date _____

Form A-106—SAF

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. .....

Project Name Woodson Slide, MP 68.0 Date August 1, 1972

Highway Lower Columbia River Highway Contract No. 7812 F. A. Project No. --

County Columbia Prefix 5-1116 Account No. 201

Description of Work To Be Done:

Bench cut and provide fallout area. Work to be performed by contractor furnished equipment and expertise.

Payment on a Force Account basis upon proper billing by contractor.

Location by Station Numbers:

490-500 MP 68

Estimate of Quantities and Costs:

Remove and dispose of approximately $50,000 cu.yd. slide material.

Labor	$ 50,000
Equipment	57,000
Materials	3,000
	$110,000

Explanation:

Necessary to alleviate slide condition and restore Lower Columbia River Highway to its permanent location.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including

$..... for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: James Cochell
Resident Engineer

Approval Recommended: .....
Construction Engineer or Bridge Engineer

Approval Recommended: L. W. Rulien
Division Engineer

Approved: ORIGINAL SIGNED LLOYD P. SHAW
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

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AUG 1 1972
FOR FILING
7812

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1, 1972

NOTED
A. E. JOHNSON

To:

L. P. Shaw
Asst. State Highway Engineer

B u i l d i n g

SUBJECT: Woodson Slide
M.P. 68
Lower Columbia River Highway
Columbia County

This slide has been a persistent inconvenience and potential hazard to traffic. At present this highway is routed on a "shoo-fly" across railroad property. It is imperative that the slide be controlled by the time the fall rain begins.

The attached State Force Order for $150,000 provides for this work.

Mr. Edwards has approved a Force Account approach to this problem with funds from State Construction.

Robert N. Bothman
Maintenance Engineer

By

ORIGINAL SIGNED BY C. M. WILLIAMS

Carl M. Williams
Maintenance Services Engineer

CMW:mp
Attach.

cc: A. E. Johnson
L. W. Rulien

RECEIVED
AUG 2 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Form A-106—8M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS Order No. .....

Project Name "Woodson Slide" MP 68 Date August 1, 1972

Highway Lower Columbia River Contract No. ..... F. A. Project No. .....

County Columbia Prefix ..... Account No. .....

Description of Work To Be Done:

Bench Cut and provide fallout area, install concrete shoulder barrier with chain link rock fence, remove detour from railroad right-of-way and restore permanent roadbed.

Location by Station Numbers:

490-500 MP 68

Estimate of Quantities and Costs:

Remove and dispose of 50,000 cu. yds. slide material	Labor*	$60,000
Furnish and install concrete shoulder barrier	Equipment Rental	70,000
Furnish and install chain link fence	Supplies	20,000
Remove detour		$150,000
Restore roadbed		

*Includes necessary inspection and staking.

Explanation:

Necessary to alleviate slide condition and restore Lower Columbia River Highway to its permanent location.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including

$..... for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line for use of Salem Office .....

Submitted by: ..... Resident Engineer

Approval Recommended: ..... Division Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Approved: ..... Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

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FOR FILING

7812

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: August 1, 1972

SUBJECT:

NOTED
F. B. KLABOE

To: **R. N. Bothman**
Maintenance Engineer

FROM:
L. W. Rulien
Regional Engineer

RECEIVED
AUG 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: **Woodson Slide**
MP 68
Lower Columbia River Highway

The subject slide has in the past caused considerable expense to the State Highway Division as well as inconvenience and disruption to traffic utilizing the Lower Columbia River Highway and also has caused distress to the Burlington Northern Railroad which parallels the highway at this location. We have developed a plan for removing materials from the slide area in such fashion as to leave us a minimal bench above grade and sufficient width for a fall-out section at grade. The terrain is extremely steep. Removal of the materials and equipment access demands dry weather. The highway is currently temporarily located on the Burlington Northern Railroad property and must be put back in its original location by winter. The nature of the work requires the services of a contractor with expertise in working in difficult locations, and with a background and reputation of being able to expedite work. Since this is the height of the construction season it also demands a contractor who has men and equipment available at this time. In view of this, and after consultation with the State Highway Engineer, I have prepared Purchase Requisition No. 8733 which is attached and which covers the necessary excavation and disposal of the slide material. I also attach a proposal from Fred H. Slate Co. wherein they basically agree to undertake this work under normal contract force account procedures, with the exception that they have agreed to a 12½% rather than a 15% additive on the equipment rental billings. They are an excellent contractor, they will deliver on their agreement, and they will expedite the work. They are prepared to commence next Monday, August 7, if we can give them timely notice.

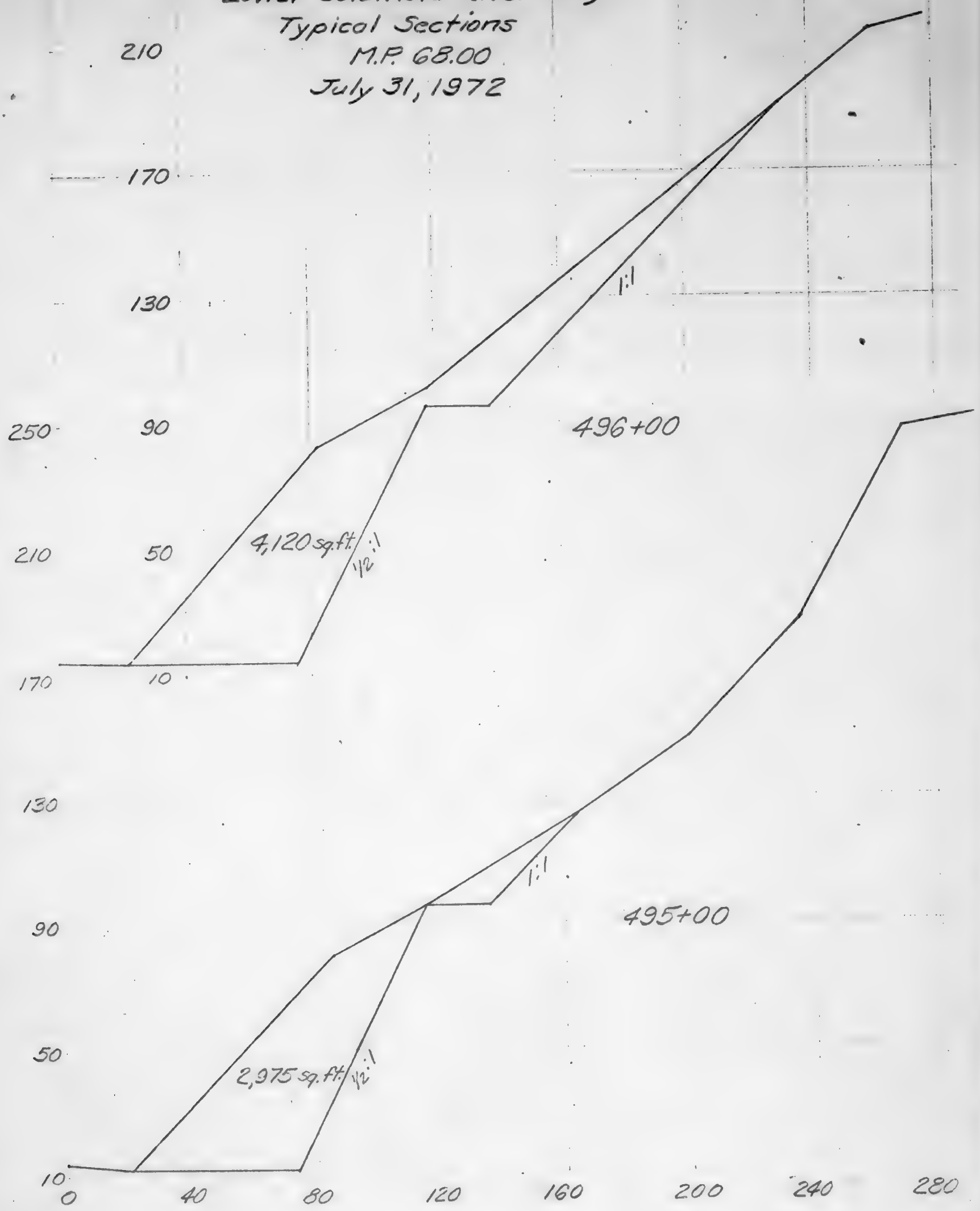
Also attached is a State Force Order written to not only cover the work to be undertaken on this purchase requisition but also to cover the necessary staking and inspection, and also the work of providing a suitable rock barrier between the fall-out section and the highway after the slide correction has been performed. In addition, the necessary monies are set up to remove the temporary

road from the railroad right-of-way and restore the permanent alignment, which has been damaged as a result of the slide. We may find it necessary to negotiate some of this other work, if so we will do that later.

In order that we may reap the greatest benefit from the dry season, and accomplish this slide removal in sufficient time so that the other restorative work can be done before the rains start, I would appreciate a verbal okay so that the contractor can "gear up".

LMR/cr
Attachments
cc F. B. Klaboe
L. P. Shaw
H. E. Woodward
J. W. Cochell

Woodson Slide
Lower Columbia River Hwy.
Typical Sections
M.P. 68.00
July 31, 1972



OREGON STATE HIGHWAY DIVISION

7812

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 31, 1972

TO Oregon State Highway Commission

ORIGINAL SIGNED
TOM EDWARDS

FROM Tom Edwards
State Highway Engineer

SUBJECT **Woodson Slide**
Lower Columbia River Highway

AGENDA
JAN 1972
4

We have had a troublesome slide in the Woodson area on the Lower Columbia River Highway for the past three or four years, with continued amounts of material coming onto the roadway during periods of storm. It has been determined that a positive cure consists of peeling off the unstable material from the high slope of the roadway.

Detailing of contract specifications and calling for bids for this work do not appear to be appropriate. Engineering judgment indicates that a contractor should be selected specifically on the basis of his experience, ability, and available equipment to undertake this extremely dangerous work. I have so instructed our people to proceed, negotiating the contract strictly on a force account basis as outlined in our agreements with the Associated General Contractors. The estimated cost appears to be under $150,000.

I discussed this matter with Chairman Jackson and secured his concurrence on July 28. It will be on the agenda for confirmation at the August 8 meeting, with the money to be approved from State Construction funds.

from agenda

TE:ms

cc Floyd Query
George M. Baldwin
F. B. Klaboe
Lloyd P. Shaw
A. E. Johnson
E. S. Hunter
L. H. Young
V. E. Skoog
R. N. Bothman
L. W. Rulien

Fred H Slate Co. Contract # 7812

NOTED
FLOYD QUERY

Clear & Grub	$5,000
Gen Ex. 45,000 cy	$90,000
Obliterate Roadway and Slope work	5,000
Extend Culverts	2,000
Flagging	2,000
	$104,000
	1.20
~~$124,800~~	
	$125,000

State Forces

Fence 600'	$2800
Shoulder Work	1000
Guard Rail	2100
A.C. Items & Rd. App.	5600
[redacted]	$13,000

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1972

SUBJECT: Woodson Slide, M.P. 68
Lower Columbia River Highway

To:
L. P. Shaw
Asst. State Highway Engineer

B u i l d i n g

I inadvertently misplaced the data received from the region requesting a contract slide correction for the subject slide.

An attempt was made last fall to correct this slide with State Forces. Due to the extreme wet condition of the terrain, we were not able to get equipment onto the slide to make the correction. This correction is necessary prior to the coming winter. It did continue to drop material into a fallout area which we developed last winter.

The slide is shown on the attached three pictures taken at the initial outset of the slide. Since that time, the slide has moved back into the hill at least another 20 feet. When we determined we were not going to be able to correct the slide last fall, we did construct a detour which is presently in use diverting the traffic over against the railroad which can be seen in the pictures, utilizing the existing road for a fallout area to take the material as it continues to slough.

I believe some of the items could be worked out of the contract by limiting the contract to general excavation, that item to include clearing and grubbing. The remaining items are within the capabilities of maintenance crews. Assuming the costs would be general maintenance, I recommend a small contract for the excavation only be prepared at an estimated cost of $100,000. The remaining items total approximately $20,000, which work should be assigned to State Forces.

Due to the fact that we should not depend upon the detour which we now are utilizing, and the fact that we only have limited use of that detour on a temporary railroad agreement, I solicit your immediate assistance in going to contract with this slide correction on the August 30 letting with a 90 day or November 30 completion date. If this is not agreeable, there is an alternative available to us, that being to use a negotiated contract through General Services.

RECEIVED
JUL 19 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

Robert N. Bothman
Maintenance Engineer

RNB:mp
Attachments

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AUG - 1 1972
FOR FILING

L. D. Shaw

7812

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1972

SUBJECT: Woodson Slide
Lower Columbia River Highway

To: L. W. Rulien
REGIONAL ENGINEER

R E G I O N 1

It is imperative that this slide be repaired before the fall rains preclude grading activity.

Method of Attack

Negotiate a contract with a reputable and dependable grading contractor at once.

Total estimated cost from $100,000 to $150,000.

Financing - Undecided, but probably State Construction funds (check with Hil Young).

Specifics:

1. Select contractor and take him to the scene.

2. Determine possible quantities and method of operation.

3. Determine the possible equipment and outside supervision required.

4. Write a State Force Order estimating the quantities and cost.

5. Write a Purchase Requisition detailing the plans and specifications within which the contractor will work.

The payment will be for -

(a) Equipment operated at AGC rental rate;
(b) Superintendence at force account rates;
(c) Materials, if necessary, but would prefer to handle this separately.

6. With the Purchase Requisition, submit a signed bid by the contractor outlining his prices for the equipment and superintendence.

Also justify the selected bidder process by explaining that this wet slide must be cured before the rains come in November.

7. Maintenance Office will handle this purchase requisition and other documents, and have General Services confirm the Purchase Requisition. (This is a normal procedure for emergency operations and need not hold up immediate activity at the slide.)

8. The contractor will be paid on a periodic basis, say monthly, or on a submission of:

(a) his invoice signed by an executive of the company and containing this statement on the invoice:

"We, the undersigned, hereby certify that the above bill is true and correct, and payment has not been received."

(b) Submission of Public Works Contractor Wage Certification Form E-124;

(c) Regular checked and signed force account statements for equipment, labor and material. (This is the usual force account documentation you use on formal contracts.)

Robert N. Bothman
Maintenance Engineer

By: Carl M. Williams

Carl M. Williams
Maintenance Services Engineer

CMW:mlp

cc: L. P. Shaw
V. E. Skoog

RECEIVED
JUL 31 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JUL 1 72
FOR FILING
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7212

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

July 12, 1972

Burlington Northern Inc.
Industrial and Real Estate
Development Department
820 Central Building
Seattle, Washington 98104

ATTENTION: Mr. Harry E. Hudson
Senior Real Estate
Representative

Re: Permit of Entry
Woodson Slide Section
M. P. 68
Lower Columbia River Highway
Columbia County

Gentlemen:

Herewith you will find your executed counterpart of the permit of entry, dated July 6, 1972, which was signed by our Deputy State Highway Engineer Mr. F. B. Klaboe on July 10, 1972, providing for the State's construction of a detour on your property which was made necessary by the slide at the above captioned location.

You will note in line with our telephone conversation on July 7, 1972, we have changed the "nine months" in line 4 of paragraph 2 on page 1 to "one year". Therefore, this permit of entry will expire on December 17, 1972.

Very truly yours,

George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: Mr. H. F. Moy w/copy of permit
F. B. Klaboe w/original permit
L. P. Shaw w/copy of permit
R. N. Bothman "
D. H. Moehring "
L. I. Lindas "
L. W. Rulien "
H. E. Woodward "
R. H. Rumbolz "

NOTED
T. R. ILLITT

JUL 14 1972

JUL 12 1972

BURLINGTON NORTHERN

INDUSTRIAL AND REAL ESTATE
DEVELOPMENT DEPARTMENT

820 Central Building
Seattle, Washington 98104
Telephone (206) 623-5560 or 624-1900

Mr. Jack L. Sollis
Assistant Attorney General
Department of Justice
100 State Office Building
Salem, Oregon 97310

July 6, 1972

Dear Mr. Sollis:

Reference is made to your letter of May 26, 1972 regarding right of entry for removal of hillside slide conditions along the southerly side of the highway and the necessity to encroach on Spokane, Portland and Seattle Railway Company right of way with a temporary highway detour to perform this work.

JRK

The Spokane, Portland and Seattle Railway Company and its lessee, Burlington Northern Inc., hereinafter called Railway or Railway Company, hereby grant permission to the Oregon State Highway Commission for a period of one year from December 17, 1971 to enter upon the Railway Company's right of way for highway detour purposes on that portion of said right of way lying southerly of a line that is 12 feet southerly from the centerline of the Railway Company's main line track and extending from Railway Company Engineer's Stations 1718+00 to 1733+00 in the SW¼ of Section 4, Township 7 North, Range 5 West, W.M., near Woodson, Columbia County, Oregon. This right of entry is subject to the following conditions:

1. The State shall furnish to the Railway a Railroad Protective Policy in the form provided by the Federal Highway Administration's Policy and Procedure Memorandum No. 20-12. The limits of said policy shall be not less than Five Hundred Thousand Dollars ($500,000) for all damages arising out of bodily injury to or death of any one person and, subject to that limit for each person, a total of not less than One Million Dollars ($1,000,000) for all damages arising out of bodily injury to or death of two or more persons in any one accident; and not less than Five Hundred Thousand Dollars ($500,000) for all damages arising out of injury to or destruction of property in any one accident and, subject to that limit for any one accident, a total limit of not less than One Million Dollars ($1,000,000) for all damages arising out of injury to or destruction of property during the policy period. Said insurance policy, executed by a corporation qualified to write the same

RECEIVED
JUL - 7 1972
ATTORNEY GENERAL
SALEM, OREGON

BURLINGTON NORTHERN

in the State of Oregon, shall be in form and substance satisfactory to the Railway, and shall be delivered to and approved by the Railway.

2. If the State, in the performance of the work herein provided or by the failure to do or perform anything for which it is responsible under the provisions hereof, shall damage or destroy any property of the Railway, such damage or destruction shall be corrected by the State in the event the insurance carriers fail to repair or restore the same.

3. The State shall construct a guard rail fence along the northerly side of the highway detour.

4. The State shall provide adequate drainage of the Railway Company's property in connection with the construction and maintenance of the highway detour.

5. The State shall notify in advance, the Railway Company whenever the State is about to perform work on or adjacent to Railway Company's right of way and tracks to enable the Railway Company to furnish flagging and such other protective service as might be necessary and the State shall reimburse the Railway Company for the cost thereof. Before entering upon right of way or proceeding with any work, the State shall notify Mr. R. O. Hammerstrom, Burlington Northern Inc., Portland, telephone 221-1300, ext. 221, at least 24 hours in advance.

6. On or before the expiration of the nine-month period hereby granted the State shall remove the highway detour and restore the Railway Company's right of way to its original condition and the satisfaction of Mr. R. O. Hammerstrom, Division Superintendent, Burlington Northern Inc.

7. For the privilege herein granted the State shall pay to the Railway Company a consideration of $250.00.

It is our understanding the State will perform all of the work itself, and this permit is granted accordingly. Omission from the permit of a condition that the State furnish Contractor's Public Liability and Property Damage Insurance together with a Contractual Liability endorsement is done as a company judgment in this particular instance only, and not because of any preclusion by state law.

BURLINGTON NORTHERN

This letter is being sent to you in duplicate, and if the conditions contained herein are satisfactory, will you please acknowledge your acceptance in the space provided on the duplicate copy and return it to me for our records.

Sincerely,

H. E. Hudson

Harry E. Hudson
Senior Real Estate Representative

HEH:ja

THE TERMS AND CONDITIONS CONTAINED HEREIN ARE HEREBY ACCEPTED:

By J B Kuhre
Deputy State Highway Engineer Title

Dated 7/10/72

File: SP&S Woodson, Ore.

Jack L. Sollis
ASST. ATTORNEY GENERAL

RECEIVED
FEB 29 1972
FOR FILING

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

January 10, 1972

TOM McCALL
GOVERNOR
01812

Noted —
GEORGE M. BALDWIN

Mr. Harold W. Stout
P. O. Box 593
Clatskanie, Oregon 97016

Dear Mr. Stout:

I am relieved to know that you were not harmed by the slide on Highway 30. The Highway Division has scheduled extensive work to correct the "Woodson Slide" on the Columbia River Highway which will involve unloading the existing slide and providing the additional pavement width for a fallout area.

The geomorphic conditions in the Lower Columbia River area, together with concentrated rainfall, present an almost impossible task to the highway builder attempting to provide a 100 percent trouble-free facility. Excavations and embankments that appear to be stable and have been so for many, many years suddenly erupt, such as the one to which you referred.

The Highway Division is attempting to cope with these conditions as best it can. Most certainly everyone is interested in safety and we want to do whatever is possible to prevent injuries or deaths.

Sincerely,

Governor

TM:ma
bcc: Highway

RECEIVED
JAN 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

REFERRED TO
admin
BY SECRETARY
12-6-71

December 3, 1971

OPEN LETTER TO:

Governor of Oregon
Attorney General State of Oregon
Representative Dick McGruder,
Columbia County, State of Oregon
Supervisor State Highway Division,
State of Oregon

Gentlemen:

Is the death of one or more of your citizens the only incentive you will recognize, to move with both purpose and speed, to correct a highly and very probable fatal condition existing on our highway? I speak of an existing slide area located on lower Columbia State Highway #30 approximately 2 miles east of Westport, Oregon. A situation which has existed, to my knowledge, for the past five years. As of this writing I know of no current or proposed action to correct it.

On November 29, 1971 at approximately 5:10 P.M. two automobiles were almost totally demolished by a rock slide erupting onto the east bound lane of Highway #30. The drivers of these two vehicles, by the grace of God, were miraculously spared. I say miraculously for by all rights, I as one of the victims, and the young lady driving the following car should now be statistics. Call it a greater power, as I do, or whatever your preference. The fact remains that had the condition of this hill been corrected five years ago, or more, the fear permeating this area would no longer be with us. I venture to say that there is not a driver from Astoria to Rainier, who being aware of the condition of this hill does not approach the area with a great deal of caution and trepidation, and, in some with a little fear for their safety and well being.

The history of this death trap, and I use the words advisedly, you can find in the work records of your State Highway Division in Clatskanie. To those men forced to work at night on cleaning up the slides from this 200 foot section I offer my sincerest congratulations for their valor and courage. For they do, literally, put their lives on the line for the residents of this area.

To my knowledge this hill has slid completely across highway #30 at least three times. In so doing it has demolished the guard rail and swept onto railway tracks further over strewing tons of enormous rocks and dirt across lower highway #30, necessitating detouring all traffic around dike lands to the north. This, in itself, poses another highly dangerous situation. The roads are narrow built up dikes, usable for only light traffic conditions, where cars approaching each other must of necessity, slow to almost a snails pace in some sections to squeeze past. Add the heavy rains of the winter months and you have the necessary ingredients for more tragedy.

Not only have there been the mammoth slides from this hill but, too numerous to count, smaller boulder slides closing off only the east bound lane of Highway 30. Barriers impossible to see in the dark nighttime hours, until it is too late to avoid them. Consider then the 30 to 50 foot and larger trees now growing on the upper edge of the slide area, any one of which in our peak rainy seasons, could come crashing down across the highway and again we face disaster to unsuspecting victims.

Were this condition prevalent on some back country road it would still be a condition to be dealt with, if not as demanding in immediacy. That it does exist on a State Highway heavily travelled by workers of two states, transport carriers, cross country buses, and twice daily school busses carrying the young children of this area is deplorable. It does, I believe, become a matter of great importance. My purpose in writing this letter is to instill within your minds the urgent need for action, and enlist your dedicated efforts in taking immediate and positive steps to eradicate this most dangerous hazard.

In closing let me respectfully pose again my opening question. "Is the death of one, two, or more Oregon residents necessary to gain attention?"

I remain "a victim - not a statistic"

Harold W. Stout
Clatskanie, Oregon

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DEC 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 22 1972
FOR FILING

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

January 10, 1972

7812
TOM McCALL
GOVERNOR

Noted
GEORGE H. BALDWIN

Mrs. Edward T. Wiles
P. O. Box 717
Clatskanie, Oregon 97016

Dear Mrs. Wiles:

The Highway Division has investigated those items listed in your recent letter pertaining to the replacement and maintenance of the Lower Columbia River Highway and the Oregon Coast Highway.

Since the highway needs in Oregon far exceed the monies available, the Highway Commission is faced with the formidable task of establishing priorities for use of the monies. Both the Oregon Coast Highway and the Lower Columbia River Highway have received fairly high priority evidenced by the recent construction on both.

Of more concern to the Highway Commission and myself were your comments regarding the slides on the Lower Columbia River Highway near Woodson. The Highway Division advises me that work to correct the "Woodson Slide" has begun. However, inclement weather will probably delay completion until next summer. They also advised that every effort will be made to correct other small slides located in the vicinity of Woodson.

We hope that this work will provide safety to the motorists until such time as money is available for needed reconstruction.

Sincerely,

Governor

TM:ma
bcc: Highway Division

Noted
Gary L. Ross

RECEIVED
JAN 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER
COPY

12 .71 Wiles to Highway

REFERRED TO Hunter
FOR R. L. PORTER

P. O. Box 717
Clatskanie, Oregon 97016
November 30, 1971

MAINTENANCE ENGINEER
RECEIVED
DEC 7 1971
ME AME AME OE AG
BME BS AA FILE TA

The Honorable Tom McCall
Governor of Oregon
Salem, Oregon 97301

Dear Governor McCall:

This letter is being written to you as a concerned citizen of the State of Oregon, as a native of the State of Oregon who has been a taxpayer of long standing and as a taxpayer in Columbia County for a good many years. Why do we wait to correct problems after someone has been hurt, property destroyed or possibly someone killed?

Since moving to the Clatskanie area in 1965, I have been traveling the Lower Columbia River Highway 30 daily to my place of employment at the Crown Zellerbach Mill at Wauna. Along this stretch of road are three hazardous slide areas. One area is located just West of Clatskanie, the next one East of Woodson and the third just East of Wesport. This past year we experienced several severe slides near Woodson causing us to detour out over narrow, unsafe dikelands--barely wide enough for two cars to pass and in most places with no shoulders whatsoever. After a bad year of rain last year, it was stated that the slide area would be cut back 15 feet and graded down. Yes, I did see several State men looking at the hill after the road was cleared of debris, but as time went on, no work was started. During the summer months as I traveled along and noticed the trees leaning at a precarious angle, I wondered when work was to be started. As time went on, I did see a sign placed on the East side of the Woodson slide area designating it as a "Slide Area" (but none on the West side), but still no effort being made to prevent a potential disaster when the Fall rains started.

Up to last night there have been several small slides with rocks on the road and eventually the rocks were cleared away. I often wonder if any of the road engineers ever get out on a dark, rainy night and see where the formidable dangers are on our highways. Last night without warning another slide occurred, but this one destroyed two of my fellow employees' cars and just luckily no lives were lost. Why do we have to wait until someone dies before we take action? Those of us who live in this area are cautious and frightened, but what of those who don't know the area and what they are facing in these hazardous areas.

I am also a taxpayer in Lincoln County and travel Highway 101 quite often. Why is it our highway men build death traps on our roads? True, they did add about a foot and one-half in spots to our narrow road South of Newport to widen it a little, but doing this they built up a ridge which causes the car to swerve and just builds into the road another hazard. Why not keep Highway 101 as a scenic road and move truck travel and fast moving vehicular travel back from our ocean fronts. People can always get to the ocean from a few miles away without the main road being right along the scenic splendor of our Oregon Coast.

First, let us do some positive action to prevent further disaster on our highways by doing some preventive work instead of cleaning up the pieces after tragedy has struck. Why, if Washington State puts up fences to prevent rocks from rolling out on the road and puts up wire mesh screens to prevent rocks from spilling out onto the highway, why then can't Oregon?

No doubt you will say there is no money, but I can't quite believe that. Let's put some of our able bodied men, who are on welfare, to work helping to correct some of our problems in Oregon and also put some of our able bodied men who are boarding in our State Prison to work also. This would help get some of the work done in Oregon and relieve some of the pressures they build up with nothing constructive to do and too much time to think. Those of us who work to pay the bills in Oregon don't have time to burn down our State buildings or to tear them up. Let's put them to work to help rebuild what they tear down--let's give them something to work for.

I note in the Oregonian today that you are on a trip to Houston. Maybe it is a worthwhile trip, but why not take a trip around Oregon on our hazardous highways and help us cure some of their ills. Especially--put our State paid engineers to work on some fast action to take some of the potential danger and horror away from our dangerous slide areas on the Lower Columbia River Highway. We need help not in the future--but <u>now</u>!

Sincerely,

Mrs. Edward T. Wiles

Mrs. Edward T. Wiles

RECEIVED
DEC 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 28 1972
R FILING

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

TOM McCALL
GOVERNOR

7812

January 10, 1972

Noted
GEORGE M. BALDWIN

Mrs. Hulda Abrahamson, Secretary
Marshland Grange #901
Clatskanie, Oregon 97016

Dear Mrs. Abrahamson:

In response to your recent letter, the Highway Division is taking such temporary measures on the Woodson Slide as are necessary to provide safe travel.

Permanent corrective action will follow as soon as geological studies have been completed.

Thank you for bringing the matter to my attention.

Sincerely,

Governor

TM:da

bcc: Highway Division

RECEIVED
JAN 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER
COPY

RECEIVED
DEC 31 1971
FOR FILING
Trust
State

December 30, 1971

Mrs. Hulda Abrahamson, Secretary
Marshland Grange #901
Clatskanie, Oregon 97016

Dear Mrs. Abrahamson:

This is in reply to your letter directed to Mr. Bothman concerning the Woodson Slide on the Lower Columbia River Highway. Extensive slide correction has been programmed and initial work is getting underway. The rainfall has been above average which is causing extensive movement of the slide.

Correction of this slide has been delayed in the past due to the priorities given to other locations such as the slide correction recently completed at Burnside on the Lower Columbia River Highway.

We hope that the work now underway and projected for completion during the dry summer season will correct the slide condition.

Very truly yours,

R. L. Porter
State Highway Engineer

By

E. S. Hunter
Assistant State Highway Engineer

RNB:mp jf

bc: Governor Tom McCall
Rep. Dick Macgruder
R. L. Porter
Tom Edwards
R. N. Bothman

Marshland G range #901
Clatskanie, Oregon 97016
December 21, 1971

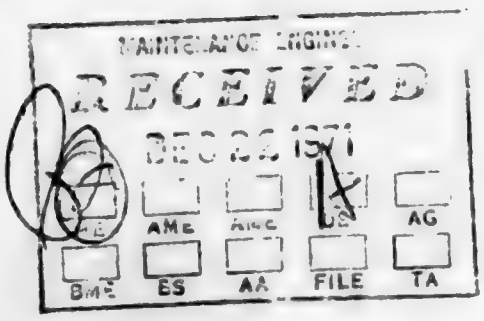
Mr. Robert Botham
State Highway Division
Salem Oregon

Dear Mr. Botham

At a recent meeting of our Grange we discussed the local problem of the Woodson slide area and would like you to know that we are concerned over the danger to motorists, especially daily school buses, from the slide. We realiz e you are aware of the condition and we see that the Oregon State Highway Division has started work on the hill which we appreciate. .But we feel that any halfway measures at this time would be just a waste of money and want it known that we feel the situation warrents a complete re-construction which would result in safe a nd fear-less use of our State Highway in that area.

Respectfully
Hulda Abrahamson Sec
Marshland Grange #901

ec.
Representative Dick Macgruder
Govenor Tom McCall



CC E.S. Hunter

RECEIVED
DEC 30 1971
FOR FILING

1812

December 28, 1971

Mrs. Mae McVay
Administrative Secretary
Office of the Governor
State Capitol
Salem, Oregon 97310

Through: Mr. Sam H. Haley, Director
Department of Transportation

Dear Mrs. McVay:

Attached is a suggested reply for the Governor's consideration to the December 21 letter from the Secretary of the Marshland Grange at Clatskanie concerning the Goodeen Slide on the Lower Columbia River Highway.

If anything further is needed, please let us know.

Very truly yours,

R. L. Porter
State Highway Engineer

Attach.

cc Sam H. Haley

Tom Edwards
E. S. Hunter
R. N. Bothman
L. W. Rulien

ms fn

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION

Mrs. Hulda Abrahamson, Secretary
Marshland Grange #901
Clatskanie, Oregon 97016

Dear Mrs. Abrahamson:

In response to your recent letter, the Highway Division is taking such temporary measures on the Woodson Slide as are necessary to provide safe travel.

Permanent corrective action will follow as soon as geological studies have been completed.

Thank you for bringing the matter to my attention.

RLP:fn

12.22.71 Abrahamson to H[illegible]way

Marshland Grange #901
Clatskanie, Oregon 97016
December 21, 1971

Govenor Tom McCall
State Capital Building
Salem, Oregon

REFERRED TO Edwards FOR R. L. PORTER Draft

Dear Govenor McCall

At a recent meeting of our Grange we discussed the local problem of the Woodson slide area and would like you to know that we are concerned over the danger to motorists, especially daily school buses, from the slide. We realize you are aware of the condition and we see that the Oregon State Highway Division has started work on the hill which we appreciate. But we feel that any halfway measures at this time would be just a waste of money and want it known that we feel the situation warrents a complete re-construction which would result in safe and fearless use of our State Highway in that area.

Respectfully
Hulda Abrahamson, Sec.
Marshland Grange #901

cc.
Dick Magruder, Rep.
Mr. Robert Botham

RECEIVED DEC 23 19[illegible] OFFICE OF STATE HIGHWAY ENGINEER

7813 Thompson Falls (M.P. 12.4) Slide 1972
Sec. of the Lewis & Clark Rd. E.
of Seaside. (slide correction)

C&A 4379 11-29-71
C&A 4487 6-9-72

#-7813 STATE COPY 8

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OSHD (Coulter)
Region
Wash DC

FINAL ACCEPTANCE REPORT

5-10-74

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Clatsop	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
5/10/74	P. V. Riedl, Area Engineer		ER 241(1)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
10/27/72	12/22/72	160 %	30 days
APPROVED EXTENSIONS	**LOCATION**		
None	County Road FAS 608, Lewis & Clark River Road Sec. MP 3.9 to MP 13.6		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

LEWIS AND CLARK RIVER ROAD
FAS 608 Thompson Falls MP 12.4 Slide Section

Project Data: This county route had severe wind storm damage in the form of downed timber and extremely heavy debris between MP 3.9 and MP 13.6, in addition to two fill slides at MP 7.5 and at MP 12.4. Temporary repairs for the project consisted of debris clearance, removal of felled trees lying across the road and temporary repairs to the two slide areas to permit two-way traffic.

Estimated Temporary Repair Costs were:

Labor	$4,375
Equipment	3,257
Material	950
	$8,582

COPY SENT
MAY 16 1974
REGIONAL OFFICE

RECEIVED
MAY 17 1974
Office of
Assistant State Highway Engineer

5-17-74 cy Const.

Harder Slide Section - MP 7.5 (100 lin. ft.)

At this point the roadway passes through the upper portion of a small linear slide. Erosion of the slide toe by the Lewis and Clark River, combined with excessive subterranean water activated this slide causing the roadway to drop two to three feet. Correction consisted of filling the area with rock installing both surface and subterranean drainage above the road to stabilize the slide and replacing the surfacing.

(more)

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by P. V. RIEDL P. V. Riedl		SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. K. Hossner	
TITLE Area Engineer	DATE 5/14/74	TITLE District Engineer	DATE MAY 16 1974

FORM FHWA-1446 B (12-73) FORMELY PR-33E
Previous Editions Of PR-33E Will Not Be Used.

ER 241(1) 5/10/74

Thompson Falls Slide Section - MP 12.4 (150 lin. ft.)

At this point a linear fill slide removed approximately half of the traveled roadway width. The slide was caused by excessive surface water percolating through the roadbed. Temporary repair was made by moving the roadway alignment toward the hillside. The roadway alignment needed to be improved from the temporary status to relieve the unsafe condition caused by moving the roadway into the hillside. This alignment improvement was accomplished by flattening the curve at the end of the slide, rather than to reestablish the original alignment by filling the very large hole in the fill caused by the slide.

Temporary repair from MP 3.9 to MP 13.6 amounted to:

Labor	$5,133.56
Equipment	3,711.55
Material	1,552.50
Total temporary costs by Clatsop County	$10,397.61

Preliminary engineering estimated at $5,000 shows on the current billing as $5,906.07.

The remaining work at the Thompson Falls Slide Section at MP 12.4 was performed on a permanent basis under a formal contract.

This work was completed on October 27, 1972 using 48 days to complete the project. Liquidated damages have been assessed covering the overrun in contract time for a cost of $50 per day for a total cost of $900.

The estimated cost of the project was for $33,000 - final costs were $32,932. The overruns and underruns are on file in the Division office.

7813

March 5, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project No. ER-241(1)

SUBJECT Request Federal-aid Project Acceptance

Formal Contract 7813, Work Completed October 27, 1972

Project Thompson Falls (M.P. 12.4) Slide

Highway FAS 608 (Lewis & Clark Rd.)

County Clatsop

Acceptance: Transportation Commission December 22, 1972

Federal Highway Administration October 27, 1972

All participating work on this project has been completed.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

Temporary Repairs Work Completed: January 1, 1973.

Attached are all necessary documents required by your office.

Your final acceptance of this project is requested.

Attach.

cc: Vern Skoog

BMW:js

-7813

STATE COPY

Monthly transaction number: 11 8-10-8.	FORM R-2A (10-68) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	State: regon
Project report number: 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 8-9-73	County: Clatsop
Modification number: 1		Project number: ER-241(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 24, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 48,807	$ 51,282
Federal funds	$ 48,807	$ 51,282
Other revisions		

This modification is made for the following reasons:

To include increase in cost of construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9th day of August, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. P. Lundy

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By D. J. Smith
for **Glen L. Green** (Division Engineer)

Oregon State Highway Division

Federal-aid Project
No. ER-241(1)

LEWIS AND CLARK RIVER ROAD SECTION

FAS 608 IN CLATSOP COUNTY

Salem, Oregon, July 2, 1973

Revised Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 5,000.00
Type Code 2010			
Temporary Repair (MP 3.9 to MP 13.6)			
Labor	All Required		$ 4,375.00
Equipment	All Required		3,257.00
Material	All Required		950.00
			$ 8,582.00
Type Code 6201			
Roadway (Harder Slide)(MP 7.5)			
Labor	All Required		$ 2,150.00
Equipment	All Required		900.00
Material	All Required		1,650.00
			$ 4,700.00
Type Code 6201			
Roadway (Thompson Falls Slide)(MP 12.4)(Length 355')			
Temporary Protection and Direction of Traffic	All Required		$ 3,400.00
Clearing and Grubbing	All Required		3,18000
Embankment Foundation Excavation	4,570 cu.yd.	0.80	3,656.00
General Excavation	4,800 cu.yd.	.45	2,160.00
Rock Embankment in Place	950 cu.yd.	2.65	2,517.50
Trench Excavation	75 cu.yd.	4.50	337.50
Watering	70 M-gal.	10.00	700.00
Coarse Aggregate Base	920 cu.yd.	6.50	5,980.00
18-inch Culvert Pipe	60 lin.ft.	7.00	420.00
8-inch Drain Pipe	250 lin.ft.	3.60	900.00
Special Filter Material in Drains	40 cu.yd.	10.00	400.00
Guard Rail, Type 2	250 lin.ft.	8.50	2,125.00
Guide Posts, W-1	24 only	13.50	324.00
Roadside Seeding and Mulching	0.60 acre	350.00	210.00
			$26,310.00

Flagging (60% of Contractor's Cost)	All Required	$ 250.00
Temporary Erosion Control	All Required	100.00
		$ 350.00
	Subtotal	$26,660.00
	Engineering	6,340.00
	Total	$33,000.00

Length of Project - - - - - 9.7 miles (Intermittent)
Length of Contract- - - - - 0.067 mile
Cost of Roadway Per Mile- - $492,537.31

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds
Preliminary Engineering	$ 5,000.00	$ 5,000.00
Temporary Repair	8,582.00	8,582.00
Harder Slide	4,700.00	4,700.00
Thompson Falls Slide	33,000.00	33,000.00
	$51,282.00	$51,282.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7813

Prefix: 504-1009
PE 504-1999

7813 STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
8-10-26	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 8-24-72	Oregon
PROJECT REPORT NO.		COUNTY
4		Clatsop
		PROJECT NO.
		ER-241(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. US 101 N.E. 9.7 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	1-14-71	
RIGHTS-OF-WAY		
CONSTRUCTION — Temporary Permanent	1-14-71 6-20-72	9.7 (intermittent)
OTHER *(Specify)*		

FUNDS Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 48,807	$ 48,807

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
(Division Engineer)

G. L. Green

Date executed by Division Engineer AUG 24 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-Aid
Project No. ER-241(1)

LEWIS AND CLARK RIVER ROAD SECTION

FAS 608 IN CLATSOP COUNTY

Salem, Oregon, August 17, 1972

Project Agreement Estimate.

Type Code P.E.		
Preliminary Engineering	All Required	$ 5,000.00
Type Code 2010		
Temporary Repair (MP 3.9 to MP 13.6)		
Labor	All Required	$ 4,375.00
Equipment	All Required	3,257.00
Material	All Required	950.00
Total		$ 8,582.00
Type Code 6201		
Roadway (Harder Slide)(MP 7.5)		
Labor	All Required	$ 2,150.00
Equipment	All Required	900.00
Material	All Required	1,650.00
Total		$ 4,700.00

Type Code 6201
Roadway (Thompson Falls Slide)(MP 12.4)(Length 355')

Temporary Protection and Direction of Traffic	All Required		$ 3,400.00
Clearing and Grubbing	All Required		3,180.00
Embankment Foundation Excavation	4,570 cu.yd.	0.80	3,656.00
General Excavation	4,800 cu.yd.	0.45	2,160.00
Rock Embankment in Place	950 cu.yd.	2.65	2,517.50
Trench Excavation	75 cu.yd.	4.50	337.50
Watering	70 M-gal.	10.00	700.00
Coarse Aggregate Base	920 cu.yd.	6.50	5,980.00
18-inch Culvert Pipe	60 lin.ft.	7.00	420.00

8-inch Drain Pipe	250 lin.ft.	3.60	900.00
Special Filter Material in Drains	40 cu.yd.	10.00	400.00
Guard Rail, Type 2	250 lin.ft.	8.50	2,125.00
Guide Posts, W-1	24 only	13.50	324.00
Roadside Seeding and Mulching	0.60 acre	350.00	210.00
			$26,310.00
Flagging (60% of Contractor's Cost)	All Required		$ 250.00
Temporary Erosion Control	All Required		100.00
			$ 350.00
	Subtotal		$26,660.00
	Engr. & Cont.		3,865.00
	Total		$30,525.00

Length of Project - - - - 9.7 Miles (Intermittent)
Length of Contract- - - - 0.067 Mi.

Cost of Roadway Per Mile- $455,597.02

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds
Preliminary Engineering	$ 5,000.00	$ 5,000.00
Temporary Repair	8,582.00	8,582.00
Harder Slide	4,700.00	4,700.00
Thompson Falls Slide	30,525.00	30,525.00
	$48,807.00	$48,807.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7813

Prefix 504-1009

P.E. 504-1999

7813

February 9, 1973

Kuhlbone, King and Seeley
310 S. W. 4th Street
Portland, Oregon 97204

Gentlemen:

A post-final payment for $900 will be made to Sunset Crushed Rock Company on Contract No. 7813 for slide correction on the Thompson Falls (M.P. 12.4) Section of Fed 666 in Clatsop County as soon as the warrant is prepared.

The total amount paid on this contract will be $25,414.47 including the post-final payment. Of the total $957.77 is for force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fmm

cc Sunset Crushed Rock Co.
P.O. Box 948
Astoria, Oregon 97103

C. T. Keasey
Walt Hart
V. E. Skoog Attn: W. L. Monner
C. O. Fredrickson

7813

January 29, 1973

Sunset Crushed Rock Company
P. O. Box 948
Astoria, Oregon 97103

Gentlemen:

Your request for a time extension of 15 days on Contract No. 7813 for work on the Thompson Falls Slide Section of FAS 608 in Clatsop County, has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 18 days is granted which will delete all time liquidated damages on this project.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: C. W. Head
A. E. Johnson
C. T. Keasey
V. E. Skoog
J. B. Boyd
Loren Weber
V. L. Gallagher

JAB:fw dpy

cc: C. W. Heau
G. M. Baldwin
A. E. Johnson
C. T. Keasey
V. E. Skoog
J. B. Boyd
V. L. Gallagher
Gary Ross
Gary Sund

JAB:fw dpy

7813

January 29, 1973

To Oregon State Highway Commission

From F. B. Klaboe
State Highway Engineer

Subject Request for Extension of Time
Thompson Falls Slide Section, FAS 608
Contract No. 7813

Sunset Crushed Rock Company, contractor on the subject project on the Lewis and Clark Road in Clatsop County, has made a request for a 15-day extension of the contract time because of rain in mid-September and also claims that the 30 days time allowed on this project was simply not enough. The project was completed October 14, 1972 with 18 days liquidated damages accrued at the rate of $50 per day for a total of $900.

This was an ER project on a Clatsop County road to repair and restore an embankment slide problem. This project was first slated for bid opening July 27, 1972, and the 30 days was set up to accomplish the work by the end of September as it was especially vulnerable to much wet weather. No bids were received on July 27, so an effort was made to negotiate a contract using the same plans and specifications. A very satisfactory quotation was obtained from Sunset Crushed Rock Company. They were given a contract in the amount of $26,310, which was 23 percent under the Engineer's Estimate. The contractor went to work promptly and met our objective of getting the roadway restored within the 30 days and also met the overall objective of getting the project completed in the 1972 season.

I have granted an 18-day extension which will delete all liquidated damages. This was an ER project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the March 6 meeting.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7813 Contractor Sunset Crushed Rock Co.

Highway FAS 608 Lewis & Clark Road

Section Thompson Falls (M.P. 12.4) Slide

Kind of Work Slide Correction

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend ~~15~~ 18 day extension. Project earthwork completed within short time allowed which met objective of correcting slide condition before winter.

Recommended for Approval:

H. O. Kimes
Division Engineer

John R. Bond
Construction Engineer or Bridge Engineer

R. J. Johnson
State Highway Engineer

Contract No.	7813
Project designation	FR 241(1) T (State-Federal)
Date awarded	8/15/72
Work started	8/29/72
Per cent completed	100 10/24/72 (Date)
No. of Workdays Allowed	30
No. of Workdays Used	46
No. of Added Workdays Requested	15

SP*6296-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 18, ..., 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ...30..... days to ....45..... days, within which to complete our Contract No. .....7813....., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: (1) The 30 calander days this late in fall of year weren't enough to complete job. With all the subs and equip. rental contractors being pushed at latter part of season to complete jobs already started, we had tough time scheduling backhoes, rock deliveries & such.

(2) Rained Sept. 19th, which prevented work till 25th & cost us 6 days lost time, which in turn caused our timing to be off with our sub-Coral Corp. on the guardrail. They rescheduled job& having lost that date, had to try to do it on weekends.

Respectfully submitted,

SUNSET CRUSHED ROCK CO.
Contractor

By David M Wullger
David M. Wullger, President

CONSENT OF SURETY

Date David M W, 19.....

We, PEERLESS INSURANCE CO, ...

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Eugene Poulsen
Attorney-in-Fact

(SEAL)

Eugene Poulsen
Resident Agent

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attn: Mr. Al Johnson

DATE: January 22, 1973

In reply refer to: 10-35-DB

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-241(1)
Thompson Falls Slide Section
Request for Extension of Time

Your submissions of November 22, 1972 and January 15, 1973 requesting an extension of time for the subject contract has been considered.

Under the terms of the normal bidding and contract awarding procedures the contractor would be expected to abide with all the requirements of the contract. However it appears in this case that the 30 days time established in the contract was unreasonable and should have been given further consideration prior to award of the negotiated contract.

The State negotiated this contract following the unsuccessful acquisition of bids on a formal contract letting basis and the work was then extended into the fall rainy season.

In essence the work was completed within the 1972 season thus meeting the overall concept established for this project.

With all these factors taken into consideration, in this case, we concur with your recommendation to extend the contract time by 18 days.

A. E. JOHNSON

RECEIVED
STATE HWY ENGR
JAN 23 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 17, 1972

SUBJECT: Thompson Falls Slide Section
Contract No. 7813
Request for Time Extension

To: A. E. Johnson
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

Sunset Crushed Rock Company has requested a 15-day extension of time on the subject project. The contractor cites 6 days delay because of rain in mid-September and also claims that the 30 days time allowed on this project was simply not enough. This was an ER project on a Clatsop County road to repair and correct an embankment slide problem. This project was first slated for bid opening July 27, 1972 and the 30 days was set up to accomplish the work by the end of September, as it was especially vulnerable to much wet weather. Admittedly, the time allowed was minimal. No bids were received on July 27 so an effort was made to negotiate a contract using the same plans and specifications and a very satisfactory quotation was obtained from Sunset Crushed Rock. This resulted in a contract in the amount of $26,310 which was 23 percent under the engineers estimate for the very same project.

This fact makes us sympathetic to the contractor's request for time even though the reasons offered are not considered valid under the specifications. Some pertinent dates are:

Day count began	August 29, 1972
Work began	August 29, 1972
New fill foundation prepared	September 16, 1972 (with 18 days elapsed or 60% of the time)
Earthwork basically complete	September 28, 1972 (30 days expired or 100% of the time)
County oiled road	October 10, 1972
Project considered complete	October 14, 1972

46 days charged or 16 days liquidated damages at $50 per day = $800

SP 52478-734

The contractor did go to work promptly and met our objective of getting the roadway restored within the 30 days, and met the overall objective of getting the project completed yet this year. In view of his very reasonable prices (all major items were under the engineers estimate), he apparently made no provision for any liquidated damages in his bid. There were no significant quantity overruns in the main contract items. Overall bid items actually underran 8.9 percent.

The contractor did not work over the Labor Day weekend and could have been given a stop work order as was done on many other jobs. Only 229 lineal feet of guardrail was used on the project, but since this item required scheduling of a subcontractor to come in, several days were lost before the sub could get there after they had to reschedule because of the rain interruption. These are all admittedly weak reasons for extending the time, but under the circumstances, I concur with the Region that we should not assess liquidated damages.

Since this was an ER project, we have to go to FHWA. Rough draft letters for this purpose and to the Commission and contractor are attached.

IAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
NOV 30 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

304-1709

FORM E-30 (REV. 10-68)

Routing

Keasey — Pr...

Ford — Ch...

Walker — Li...

Johnsen — Ba...

RECEIVED
NOV 10 1972
CONSTRUCTION
SECTION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 8, 1972
Salem, Oregon

SUBJECT: Time Extension Request
Thompson Falls Slide
Clatsop County
ER 241 (1)

To: C. T. Keasey
CONSTRUCTION ENGINEER

Attached is Sunset Crushed Rock Company's formal request for a 15 calendar work day increase in the allowable 30 days to 45 days. Actually, 46 days were charged. The last day charged was October 14th. Guardrail was hung October 21st. Final cleanup was done October 27th. Neither of the latter two days were charged.

Bids were to be received on this project July 27, 1972. There were no bidders. Local contractor's in the Clatsop County area were than contacted. Only one, Sunset Crushed Rock Company, was sufficiently interested to submit a proposal. Their proposal was dated August 10th. It was forwarded by this office August 14th. The Highway Commission awarded the project August 15th. Sunset was advised of this by August 17th letter. Calendar day count count began August 29th, the same day as the preconstruction conference and the same day that work began.

The entire project was completed on the 39th calendar work day, except for guardrail, seeding and mulching, and cleanup. Seeding and mulching was completed October 9th. Weather, design change, and final inspection held up other work.

Guard Rail. 2 1

Since Sunset Crushed Rock Company was kind enough to give a quotation on this short time limit project,and work the project diligently, we shouldn't access liquidated damages because of the lateness of season when the notice award was finally made.

Should more justification be needed, 4 days can be justified for the Labor Day weekend (9-1 to 9-4), 5 days for a rain suspension (9-20 to 9-24), 4 days for minor work (10-10-72 to 10-13-72), and the final 3 days of the needed 16 could consist of October 8, 9, and 14. October 8 was a Sunday. Only seeding and mulching was done on OCtober 9th. The guardrail was to be hung October 14th. It had to be redesigned.

An October 24th letter of recommendation from Resident Engineer, Loren A. Weber, is attached as well as a tabular summary of the critical dates.

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

cc: Loren A. Weber

CRITICAL DATES
Thompson Falls Slide

Bids Received (No Bidders)	July 27, 1972
Proposed from Sunset	August 10
Letter Advising August 15th Award	August 17
Calendar Day Count Began	August 29
Pre-construction Conference	" " "
Work Began	" " "
Labor Day Weekend	September 1 to 4
Rain Suspension	September 20 to 24
All Except G. R., Seeding and Mulching, and Cleanup	October 7
Seeding and Mulching Completed	October 9
Minor Work	October 10 to 13
Attempted G. R. Installation-Final Charged Day	October 14
Final Inspection	October 18
Suspension of Work	October 15 to 21
G. R. Installation Completed	October 21
Date of Acceptance	October 27
Trees and Log Removal and Shoulder Raking Completed	October 27

7813

January 23, 1973

Rathbone, King & Seeley
310 S. W. 4th Street
Portland, Oregon 97204

Gentlemen:

On December 27, 1972, we wrote to you concerning release of final payment on Contract No. 7813 awarded to Sunset Crushed Rock Company for slide correction on the Thompson Falls (M.P. 12.4) Section of FAS 608 in Clatsop County.

Final payment on this contract is $1,366.06 and the total contract amount is $24,514.47 including $957.77 for work performed under force account.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Sunset Crushed Rock Co.
P. O. Box 948
Astoria, Oregon 97103

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Hosmer
J. B. Boyd

7813

January 15, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Sir:

Request for Extension of Time
Thompson Falls Slide Section
Oregon Project ER-241(1)
Contract No. 7813

Submitted is further information concerning our November 22 request for concurrence in extension of this contract time. We have since found a discrepancy in the contract day count which adds two more days, making a total of 48 days used and 18 days' liquidated damages.

We emphasize the loss of prime summer time which occurred from the date when bids were to be opened (July 27) and the date when the negotiated quotation upon which this contract was based was accepted. Our notice of acceptance letter to the contractor is dated August 17 and probably wasn't received by him until Monday, August 21. Only then could he mobilize and proceed with the project. This amounts to 25 days (from July 27 to August 21) of prime time which was lost in substituting the negotiated contract. Had the contractor requested more performance time as a provision or qualification with his quotation, it would have been seriously considered.

In recommending an extension of time to delete the liquidated damages involved, we are influenced by three obvious factors:

1. The contractor was willing to undertake the project at a comparatively late date in the 1972 construction season after we

had been unsuccessful in securing bids.

2. The quoted prices which became the contract prices were very reasonable, being 23 percent below the engineers' estimate.

3. The contractor did, in fact, complete the project in the 1972 season and thereby met the objective of getting the roadway restored before another winter season.

We attach copies of the November 8 and 30 reports from our Region 2 office discussing this time extension. We request your further consideration of the merits of an 18-day extension of time on this contract and your concurrence.

Very truly yours,

A. E. Johnson
Assistant State Highway Engineer

Attachments

bc F. B. Klaboe
C. T. Keasey
V. L. Gallagher
J. B. Boyd

JAB:fw ja

FORM E-30 (REV. 10-69)

Routing: Conway, Bond, Walker, Johnsen, Pease, Glenn, Litchfield, Berg

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
DEC 1 1972
CONSTRUCTION SECTION

November 30, 1972
Salem, Oregon

To: John Bond
CONSTRUCTION ADMIN. ENGINEER

SUBJECT: Request for Time Extension
Thompson Falls Slide Section
Clatsop County
ER-241 (1)
Contract #7813

FHWA Area Engineer, Paul Riedl, has informally advised me that Assistant State Highway Engineer, A. E. Johnson's November 22nd request to Division Engineer, Glen L. Green, for concurrence in a 16 calendar workday time extension, is denied except for the 4-day Labor Day portion. I requested he would hold a formal reply pending our either meeting with him or submitting further information.

Another approach would be to place more emphasis on this being a negotiated contract wherein the contractor does not know that he will be awarded the project until formal notice is received. In comparison, a project that is routinely bid, a contractor will know immediately that he is low bidder and will likely be awarded the project. You might say that the difference in time in this particular case was between the date of the proposal (August 10, 1972) and the date that he likely received the Highway Commission's August 17, 1972 letter. This would have been on the following Monday, August 21, 1972, or 11 days later. This, with the afore mentioned 4 days, would total 15 of the recommended 16 days. This delay also pushed the project later into the season where the additional day would be fully justified.

A further approach would be to place more emphasis on the negotiation aspect. Namely, that we took the easy way out, utilizing the previous specifications, including the 30 calendar workday time limit, whereas, really our intentions were simply that the project be completed in as short a time as practical this year. This was done. We should have so stipulated in some of the letters at the negotiating stage, but unfortunately we didn't. Even though this wasn't done, we should take cognizance of the intent and grant time accordingly.

A further method, which to some extent interrelates to the last mentioned method, would be by administrative decree, taking into account all of the information accumulated to date on this matter.

The preceding has been reviewed with Mr. Riedl. He suggests a new submittal emphasizing that time should have been negotiated. This is the second description above. He also suggests my first and third proposal above also be submitted with a lesser emphasis. He also suggests that my November 8th letter and its attachment be sent to him for further consideration. He would not make any formal rejection without further informal review.

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

504-1009

FORM E-30 (REV. 10-69)

Routing

Keasey — Peeler

Loud — Clark

Walker — Litchfield

Johnson — Berg

RECEIVED
NOV 10 1972
CONSTRUCTION SECTION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 8, 1972
Salem, Oregon

SUBJECT: Time Extension Request
Thompson Falls Slide
Clatsop County
ER 241 (1)

To: C. T. Keasey
CONSTRUCTION ENGINEER

Attached is Sunset Crushed Rock Company's formal request for a 15 calendar work day increase in the allowable 30 days to 45 days. Actually, 46 days were charged. The last day charged was October 14th. Guardrail was hung October 21st. Final cleanup was done October 27th. Neither of the latter two days were charged.

Bids were to be received on this project July 27, 1972. There were no bidders. Local contractor's in the Clatsop County area were than contacted. Only one, Sunset Crushed Rock Company, was sufficiently interested to submit a proposal. Their proposal was dated August 10th. It was forwarded by this office August 14th. The Highway Commission awarded the project August 15th. Sunset was advised of this by August 17th letter. Calendar day count count began August 29th, the same day as the preconstruction conference and the same day that work began.

The entire project was completed on the 39th calendar work day, except for guardrail, seeding and mulching, and cleanup. Seeding and mulching was completed October 9th. Weather, design change, and final inspection held up other work.

Guard Rail. 2 1

Since Sunset Crushed Rock Company was kind enough to give a quotation on this short time limit project,and work the project diligently, we shouldn't access liquidated damages because of the lateness of season when the notice award was finally made.

Should more justification be needed, 4 days can be justified for the Labor Day weekend (9-1 to 9-4), 5 days for a rain suspension (9-20 to 9-24), 4 days for minor work (10-10-72 to 10-13-72), and the final 3 days of the needed 16 could consist of October 8, 9, and 14. October 8 was a Sunday. Only seeding and mulching was done on OCtober 9th. The guardrail was to be hung October 14th. It had to be redesigned.

An October 24th letter of recommendation from Resident Engineer, Loren A. Weber, is attached as well as a tabular summary of the critical dates.

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

cc: Loren A. Weber

CRITICAL DATES
Thompson Falls Slide

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Work Began	" " "
Labor Day Weekend	September 1 to 4
Rain Suspension	September 20 to 24
All Except G. R., Seeding and Mulching, and Cleanup	October 7
Seeding and Mulching Completed	October 9
Minor Work	October 10 to 13
Attempted G. R. Installation-Final Charged Day	October 14
Final Inspection	October 18
Suspension of Work	October 15 to 21
G. R. Installation Completed	October 21
Date of Acceptance	October 27
Trees and Log Removal and Shoulder Raking Completed	October 27

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with 7784 Ends with: 7813

Cont reel 161

FLASH CARDS:

Remarks:

Reel No. 160 Reduction Ration 21X Project No.

Camera: Name Bell/Howell Model Filmaster Film 16mm AH4

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 21 day of Jan 19 83 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Gayla Lawrence